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## MOTORSPORT NEWS

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**Make a date for some stage thrills in 2022 with our season guide**



*Craig Breen and Elfyn Evans strike major drama in the hunt for World Rally title honours*

# ROVANPERA SHINES AS HOMETALENTS SUFFER HEARTBREAK IN SWEDEN



Rovanpera took his third career victory

By Graham Lister

Homegrown drivers Craig Breen and Elfyn Evans head into the World Rally Championship's spring break playing catch-up in the title chase after they both hit trouble on the second round in Sweden last weekend, while Toyota's Kalle Rovanperä stormed to victory.

Breen crashed into a snowbank on stage two and got stuck, while Elfyn Evans was firmly in the victory fight until his challenge imploded in bizarre fashion on Saturday evening. The Welshman charged a snowbank just after he'd completed the day-closing stage in host city Umea with the resulting chain of events leading to a 10-second penalty and an 18.3s deficit to Rovanperä.

And it would get worse for Evans when he crashed out on Sunday's first test to continue a troubled start to the season for two-time championship runner-up.

There was some cause for British celebration when Northern Irishman Jon Armstrong took the Junior WRC win alongside Irish co-driver Brian Hoy.

Manchester's Gus Greensmith was M-Sport's best finisher in fifth as team-mate Breen recovered to take the final Powerstage point with the fifth fastest time on the final run.

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Evans: crashed

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Wilwood master cylinders  
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1.9" & 2.25" coil springs, 20,000 in stock!  
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**pair £33.80** £40.56  
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**£24.50** £29.40  
**£10.50** £12.60  
**£67.60** £81.12  
**£299.50** £359.40  
**£65.00** £78.00  
**£119.50** £143.40  
**£139.50** £167.40  
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**each £49.50** £59.40  
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**pair £49.60** £59.52



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**£76.20**

TCA's 'Pattern' style  
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**£106.50** £127.80  
**£28.50** £34.20  
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**£119.50** £143.40  
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**£65.00** £78.00  
**£17.00** £20.40  
**£23.50** £28.20  
**£96.95** £116.34  
**£128.00** £153.60  
**£130.00** £156.00  
**£69.50** £83.40  
**£79.50** £95.40  
**£9.60** £11.52  
**£49.50** £59.40  
**£10.90** £13.08  
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[www.rallydesign.co.uk](http://www.rallydesign.co.uk)



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X-Flow ally radiator **£179.60** £215.52  
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**Kit £159.80** £191.76

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Escort Mk1 Front heated laminated screen (inc. rubber) **£198.60** £238.32  
Escort Mk2 Front heated laminated screen (inc. rubber) **£198.60** £238.32  
Escort Mk1 front screen rubber **£24.92** £29.90  
Escort Mk2 front screen rubber **£23.92** £28.70  
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Escort Mk2 rear screen rubber **£29.08** £34.90  
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Bonnet rail bump stop, set of 4 **£10.90** £13.08  
Bonnet bump stop, centre-rear **£5.10** £6.12  
Wiring loom bulkhead grommet **£6.90** £8.28  
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Rear bumper side plugs, set of 4 **£9.90** £11.88  
Oil line bulkhead grommet **£5.10** £6.12  
Brake servo rod bellows **£5.20** £6.24

**PLEASE NOTE: All prices in Red are EXCLUSIVE OF VAT**



COMMENT

Photos: Toyota Gazoo Racing, Motorsport Images, Jakob Ebrey



Three World Rally Championship victories have already gone to Kalle Rovanpera

THE WRC FUTURE IS ALREADY HERE

**C**ertain wisdom in the World Rally Championship says the competition is all about experience. That proved to be the case for the season-opener in Monte Carlo, where the 48-year-old Sebastien Loeb led home Sebastien Ogier, 38.

But last week's Rally Sweden turned that perceived theory on its head. At just 21 years old, Kalle Rovanpera claimed his third win at World rallying's top table and did it despite all that was thrown at him from his own Toyota Gazoo Racing Yaris going on the blink and from his rival drivers.

Not only that, strong performances from M-Sport's Gus Greensmith and protege Oliver Solberg meant that the average age of the drivers in the top six finishing positions was just over 26 years old. Thierry Neuville was the granddaddy of them all at a whopping 33 years old.

Consistency is, of course, the absolute key to claiming a World title rather than just the occasional round victory and that is where the older hands will likely win out in the longer term. But, for now, the future of the World Rally Championship looks like it is in some extremely safe hands.

Alongside our Rally Sweden report, James Roberts gives us the lowdown from the opening three days of Formula 1's new era after the initial tests in Spain. A glance at the top of the timesheets will tell a familiar story with Mercedes placing ahead of Red Bull, but there are some concerned faces even among the top teams. Turn to page 26 to find out more.

United Autosports boss Richard Dean is the incumbent of our readers' Q&A hot seat and recalls a career in single-seaters which, by reason of necessity, became a home on the pitwall.

Elsewhere we reveal the results of our favourite Scottish hero poll (page 33) and get to grips with our next topic: the MN readers' most loved rally car. We've come up with a shortlist of 10, so turn to page 14 to get your thinking caps on and learn how to register your vote.

Also in this issue is the traditional Motorsport News Rally Calendar. It is an exciting time of year when the wallplanner is issued: it is a moment to sit down with a cuppa and map out the must-see events of 2022 – and Nick Garton gives you some pointers on page 31.

The season is getting into full swing and you can read about all the action here in Motorsport News throughout the year.

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The 2022 grand prix grid assessed

F1 return to the tracks last week and we give the lowdown on who is quick



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# RACING NEWS

## MERC TO PUSH THROUGH UPGRADES FOR NEW F1 MACHINE BEFORE SEASON

Porpoising problems in Barcelona mean a significant aerodynamic rethink for title-winning operation

Photos: Motorsport Images

By Matt James

**Mercedes Formula 1 engineering boffins will have an aerodynamic revamp on its new W13 despite the cars topping the opening pre-season testing sessions of the season.**

Seven-time World champion Lewis Hamilton headed the timesheets after three days of running ahead of team-mate George Russell in Spain, but Mercedes was one of several teams to experiencing porpoising on its chassis. The next group test session is in Bahrain on March 10-12.

Hamilton admitted that the crew had experienced difficulties. He said: "It's been an interesting few days. It's not been the easiest, or the most smooth running. We've definitely had some obstacles to overcome."

"[We are] a little bit behind on the last

two days [of running]. The car is a lot different to previous years to drive, as are the tyres. But we're working our way through it. We just need to download all this data and get through it as much as we can next week, and just try to put one foot in front of the other."

Team-mate Russell said it was impossible to gauge the relative pace of the field yet and he thought each operation would take steps forwards ahead of the next session of track running.

"I think we'll see some changes come Bahrain, and throughout the season," said Russell. "I'm sure the development slope is going to be pretty rapid for everyone. Whoever can get on top of that the quickest and most efficiently will be the ones on top come the end of the season."

● For full testing times and an assessment of each team's performance see page 26



Lewis Hamilton and team-mate George Russell both struck problems in testing in Spain last week



The Russian Grand Prix will be dropped for 2022 after military attacks

## RUSSIAN GRAND PRIX AXED AMID UKRAINE UNREST

Formula 1 will not race in Russia this season after its attack on neighbouring country Ukraine.

A meeting between F1's stakeholders took place last week where it was determined that the Sochi race, which was scheduled for September 25, would be axed from the 2022 schedule.

A statement from the FIA said: "F1 visits countries all over the world with a positive vision to unite people, bringing nations together. We are watching the developments in Ukraine with sadness and shock and hope for a swift and peaceful resolution to the present situation."

During testing in Barcelona last week, four-time World champion

Sebastian Vettel had said he would not have taken part in the event given the current war.

McLaren driver Lando Norris backed F1's decision. He said: "This is a very good decision from F1. Russia is not a place I would want to be going right now and I'm very sad to see what's going on."

● Russian driver Nikita Mazepin's position in the Haas team is under scrutiny given the current unrest. Through the driver, the team is backed by Russian firm Uralkali but its logos were removed from the final day of running for the VF-22 in Spain. Pietro Fittipaldi has been tipped as a possible replacement.



Wings will have some leeway

## FIA TO EASE UP ON FLEXIBLE F1 BODYWORK TESTS – FOR NOW

The FIA has said it will allow a level of tolerance over flexible bodywork on grand prix cars over the opening period of the new Formula 1 season.

F1 has undergone a radical rule change over the winter and the FIA is unsure of how far some teams might go in an effort to make parts flex, which can decrease drag in a straight line and also create a seal under the car to improve the ground effect.

The FIA has changed its rules and will alter its testing procedures over the opening three races as it gets to grips with the initiatives the teams might have come up with over the winter.

Nikolas Tombazis, chief of the FIA's head of single-seaters, said recently: "Regarding flexing the diffuser or the floor edges to go downwards, we will be always keeping an eye on any flexibility that takes place and we will be imposing, when necessary, tests to reduce such effects and so on. With the new regulation, it is inevitable that there may be some areas which were not properly predicted in terms of flexibility, and that may have to be enhanced as we go along."

"We will not hesitate to do that. The rules permit us to intervene if we find that some abuse is taking place in certain areas."

## ALPINE TARGETS PROGRESS WITH NEW F1 MACHINE

Alpine F1 boss Laurent Rossi says a significant success in his team's 2022 achievements would be to finish the season in a stronger position than it starts.

The team was one of the last to take the wraps of its new grand prix car, the A522, just ahead of testing in Spain last week. The machine runs a blue and pink livery, but will be predominantly pink for the opening two rounds. It will be driven by Fernando Alonso and Esteban Ocon.

Rossi said: "We have multiple

ambition. Fifth is the minimum we need to target after last year's performance. So far, we have hit our targets and we are happy with the progress we are showing, but we have to be realistic that this year all the cards are thrown in the air."

"What we all need to bear in mind is that where we start isn't important; it's where we finish. We need to continue to show improvement, targeting operational excellence and progress throughout the year."



Alpine wants to build on its early pace throughout the 2022 season

## HAAS TEAM BUOYED BY NEW VF-22 CHASSIS

Chiefs of the Haas F1 team believe it can take a step up the grand prix order this year with its new VF-22 model, which was seen for the first time in testing in Spain last week.

The American-owned firm ran an updated 2020 car last term while it focused on the F1 rule changes, which have come into place this season. The Ferrari-powered cars will be driven by an unchanged line-up of Mick Schumacher and Nikita Mazepin (should the Russian retain his seat).

Team boss Gunther Steiner said: "We all know what the team is capable of, we've proved that in the past, and with



Long time coming: the VF-22 car

this new car – born out of a completely new set of regulations and with our new design team in place, I'm confident we can showcase once again that we can compete on weekends."

## BOTTAS LOOKING FORWARD TO OPEN F1 SEASON

New Alfa Romeo recruit Valtteri Bottas thinks the F1 pack will be much more competitive on lap times as the new C42 model was seen in public for the first time in Barcelona last week.

The Finn, who will drive alongside grand prix rookie Guanyu Zhou, sampled the car in a private test before the Ferrari-powered chassis joined the first group test of the season in Spain.

The former Mercedes driver said: "I feel like it's going to be exciting because with what I've learned from the regulations, so many things are now restricted on what you can do in each



Bottas thinks order will change

area. Between the teams, the car designs aerodynamically and mechanically, it's not a huge difference you can make. So, I think the whole season is going to be hopefully much closer."



# RACING NEWS

## LEMANS TOWN CENTRE TO HOST SCRUTINEERING

Bosses of the Le Mans 24 Hours race have confirmed that the open-to-the-public scrutineering session ahead of the legendary event will return to its traditional home in the heart of the town in 2022.

The race was moved to September in 2020 and August in 2021, when it took place with a limited number of 50,000 fans due to the impact of the Covid pandemic.

Now the event will return to its traditional mid-June date and scrutineering will take place in the town centre on June 3-4, ahead of the official test day on June 5. The parade of drivers will take place through the town on June 3.

Pierre Fillon, the boss of the event's operator the Automobile Club de l'Ouest, said: "After two years of health and safety restrictions, the Le Mans 24 Hours returns to our preferred midsummer slot, with a packed schedule. I am delighted to say that we will be back in town for scrutineering."

The entry list for 2022, due to be revealed on February 28, has been delayed while Russian entries are reviewed after the Ukraine attack.

# CREES SECURES BRITISH TOURING CAR COMEBACK WITH POWER MAXED

## Popular Kent racer to line up in 2022 with the Vauxhall Astra squad

Photos: Motorsport Images



Crees will race a Vauxhall Astra

By Matt James

British Touring Car Championship trophy winner Michael Crees will return to the series in 2022 at the wheel of a Power Maxed Racing Vauxhall Astra.

The 38-year-old, who won the Jack Sears Trophy in 2020, will contest his third full season in the tin-top category after a year away from the BTCC in 2021. He made his debut in the class for Team Hard in 2020 and took a season's best finish of ninth, which he matched in a BTC Racing Honda Civic Type R in 2021 on his way to 17th in the standings.

He said he had been in talks with Power Maxed Racing over a number of seasons.

Crees, from Broadstairs, said: "We intended to continue last year and it didn't quite go to plan, but now I'm hungrier than ever. I'm aiming for a

strong season in the Vauxhall and have been speaking to the team over the last few years, but never quite managed to get the deal across the line – now we have finally done that.

"The Astra is a new car for me to adjust to, and there are obviously differences this year with the introduction of hybrid power, but I'm confident we can put together a successful season with the guys at Power Maxed Racing and we're all looking forward to the challenge."

Team principal Adam Weaver said he was looking forward to welcoming Crees into the squad. "We have been interested in him for a few years now," said Weaver. "He is a great character on the BTCC stage and universally liked by all.

"I'm sure he will make the garage a fun place to be and that we can help him develop and secure the results we know he is capable of."

## Gamble ready for a challenge on BTCC graduation

Porsche Carrera Cup GB race-winner George Gamble will step up to the British Touring Car Championship in 2022 after securing a deal to partner Adam Morgan in the Ciceley Motorsport BMW crew.

Gamble, 25, will handle one of the Lancashire team's BMW 330e M Sport machines for the new season, which kicks off at Donington Park on April 23-24.

He has set his sights on success in the Jack Sears Trophy for drivers who have yet to score an overall podium.

The Ginetta GT5 Challenge title winner said he had been keen to join the tin-top grid for several years.

Gamble said: "I am under no illusions – the racing will be a step up from what I am used to. I feel with the experience of the team and a quick driver in Adam as my team-mate, I can have a solid first season."

# ANDRETTI AIMS TO BRING RISING STAR COLTON HERTA TO NEW F1 TEAM

Michael Andretti says he plans to bring his IndyCar driver Colton Herta with him if his plans to enter Formula 1 are given the green light by the FIA.

Andretti revealed his plans two weeks ago and is awaiting a decision from the sport's governors whether his application will be successful. Although full details are yet revealed, the team principal was said to be eyeing a Renault powerplant for the attack, which will have its headquarters in the USA but also maintain a European base.

Andretti said Herta, who finished fifth in IndyCar with the team last year, was a clear choice. "You look at the growth in ratings in the Netherlands because they've got a driver [Max Verstappen]," he said. "If you get a good driver with a good following like Colton, I think they'll be in great shape.

"My backers are great, they're not in it to be competitive, they're not just in it to say they're in Formula 1. They're sports guys, they've turned sports franchises around from where they weren't competitive to then being competitive, so they know how to do this stuff."

## BRIT HAWKEY LINES UP LAMBO ASSAULT ON DTM

British racer Esmee Hawkey will continue in the Germany-based DTM for a second season in 2022 at the wheel of a Lamborghini Huracan.

The former W Series racer joined the T3 Motorsport team last year for a full campaign and was a points scorer on her way to 20th in the standings. She will return with the German team alongside an as-yet unnamed team-mate.

The BRDC Rising Star said: "I loved every second of it in 2021 – my first year in GT3 machinery and my first time at many international circuits.

"I learnt an awful lot with the team at T3 Motorsport and I'm looking forward to taking that experience and building upon it this year.

"We achieved some great things together in 2021 so it's brilliant that we'll have the opportunity to grow that further."

● Former FIA Formula 3 racer David Schumacher, son of former grand prix driver Ralf, will join the DTM this season. He will be part of an eight-car Mercedes squad and will partner champion Maximilian Gotz and Lucas Auer in the Winward Racing Team's AMG-GT3 Evo



McLaughlin broke his IndyCar duck

# McLAUGHLIN WITHSTANDS STRESS FOR INDYCAR WIN

New Zealander Scott McLaughlin broke his victory duck in IndyCar with a controlled drive in the opening round of the 2022 season at St Petersburg on Sunday.

The Team Penske racer, who is starting his second full season in the American single-seater championship, scored his first pole position on Saturday and dominated the opening part of the race until a safety car threw a strategy curveball at all of the competitors.

However, the three-time Australian Supercar title-winner stuck to his two-stop strategy plan and was able to fend off a late charge from reigning champion Alex Palou (Chip Ganassi Racing).

McLaughlin made it to the line less than one second ahead. Palou's Ganassi's team-mate Scott Dixon had gone on an alternative strategy to the sister machine and went for three stops. He led in the middle part of the race before he took his final stop, which dropped him to eighth position at the end of the 100-lap race.

McLaughlin's team-mate Will Power claimed third spot.

The leading Briton across the line was Jack Harvey in 13th place in his Rahal Letterman Lanigan Racing machine.

IndyCar rookie Callum Hogg, driving for the Juncos Hollinger Racing concern, ran competitively but fell to 19th spot at the finish on his three-stop strategy.

# W SERIES CHAMPION CHADWICK RETURNS FOR SEASON THREE

Two-time W Series winner Jamie Chadwick has confirmed a deal to join the Jenner Racing team for the 2022 W Series contest, despite stating previously that she would not return to the female-only category.

The 23-year-old, a Williams F1 development driver, will defend the title she has won previously in 2019 and 2021. Jenner Racing is a new-for-2022 squad fronted by Caitlyn Jenner.

Chadwick, the 2015 British GT4 title winner, said: "To be asked to return by Jenner Racing was an opportunity I didn't think twice about. Together, we are focused on doing all we can to win title number three. I have spoken to Caitlyn Jenner and her vision for the team is amazing.

"I have zero doubt that she will be able to help take my career to the next level and open doors for me internationally. This is a big development year for me. I have plans to run a supporting racing programme and I have made no secret of my desire to compete in F3 and F2."

The 2022 W Series competition kicks off in Miami, Florida, on May 6-8.



Briton Chadwick will aim for a third W Series title in 2022



# RACING NEWS



Grant gets on with it

GRANT JOINS HANNAH IN GBR'S ALL-FEMALE GB4 LINE-UP

Chloe Grant will race in the inaugural GB4 championship this season for Graham Brunton Racing joining fellow Scot Logan Hannah in an all-female line-up.

Multiple karting champion Grant, 15, was the youngest to gain a Motorsport UK Junior Racing Driver Licence in Scotland and to become a Scottish Motor Racing Club Rising Star.

She won 2021's Junior Saloon Car Championship scholarship to made her car racing debut in the category last year.

Grant told Motorsport News: "Graham Brunton went down to see Laser [Tools] because they already were sponsoring Logan Hannah, and said they could be potentially an all-girl team, and mentioned my name and they had a look at my social media and decided they wanted to sponsor me as well.

"I'm just really excited for it, I just think 'get on with it' and see how I do."

Ginetta Junior graduate Jack Sherwood, 15, also steps up to the GB4 championship this year with Elite Motorsport. Sherwood with Elite finished 24th in last year's Ginetta Junior standings, then got the 'Hard Charger' award in the four-race Ginetta Junior winter series.



The 2 Seas Merc (14) dominated 500



GP3 winner Williamson is set for his British GT debut

## BRITISH GT RETURN FOR 2 SEAS WITH COTTINGHAM AND WILLIAMSON

McLaren young driver award winner and decorated historic racer form strong title-seeking duo

By Graham Keilloh

GP3 race-winner Lewis Williamson and historic ace James Cottingham will form a full-season Pro-Am pairing in British GT this year with the returning 2 Seas Motorsport in an Mercedes-AMG GT3.

The Anglo-Bahraini team with its Mercedes took a dominant win in last year's blue-riband Silverstone 500, its only British GT appearance that season. It also took a British GT victory during the team's debut 2020 campaign at Snetterton with a McLaren.

McLaren Autosport Young

Driver of the Year winner and GT World Challenge Europe Pro-Am champion Williamson will make his British GT debut this year, and has competed with 2 Seas at 2021's Gulf 12 Hours.

Cottingham made his British GT debut in 2021's first two rounds in a RAM Mercedes alongside Sam

De Haan. Cottingham said: "I feel I have progressed as far as I can with [historic racing], and I have always wanted to make the move, so it feels like the next natural step. I am looking forward to racing with Lewis to keep the momentum up, pushing for race wins and the championship."

Team co-owner Isa Al Khalifa added: "The calibre of the grid is looking extremely strong with speed and experience across the whole field. [Our drivers] are both extremely quick, proven race winners, and I think they are going to be a tough pair to beat."

## TREGURTHA REPLACES MEYRICK IN BRITISH GT BENTLEY

British GT champion Will Tregurtha has replaced Andy Meyrick in this season's Assetto Motorsport Bentley Continental GT3 effort alongside Mark Sansom.

Meyrick had previously been announced as partnering Sansom for Assetto's switch to British GT's GT3 contest this year, but cannot now compete due to other racing commitments. The 2017

British GT4 champion Tregurtha, 21, therefore steps in to make his British GT3 debut. The change also means the entry switches from Pro-Am to Silver-Am.

Tregurtha said: "I always hoped to return to British GT one day but didn't expect it to happen this season in a Bentley. I remember seeing the original announcement and thinking 'wow, it would be cool to do that'."



Tregurtha surprise call

## COBY TAKES DEBUT DOUBLE VICTORY

Irish teenager Alyx Coby took double victory on her car racing debut weekend at Road Atlanta in the American Endurance Racing series driving for the Random Vandals Racing team.

The 17-year-old said: "I absolutely loved every minute of being in the BMW M2. Road Atlanta is scary fast but I just allowed myself to build up and push my limits bit by bit."

Formula 1 driver Derek Daly, present to support Coby, noted: "In a totally new environment, in an unfamiliar country and on a very challenging race track she had never seen before, she was completely unflustered. She impressed a lot of people with her raw speed and consistency."



Teen Coby impressed



Academy pathway members gathered at Motorsport UK's Bicester headquarters

## MOTORSPORT UK NAMES LATEST ACADEMY INTAKE

Motorsport UK has unveiled its selections for 2022 for its Academy talent development pathway that seeks to equip the country's most promising young drivers and co-drivers.

This year the recently redeveloped Team UK Futures programme expands to its planned two-year structure, and 27 competitors have been added to the initial intake. Enhanced DiSE graduates Abbi Pulling, Casper Stevenson, Gordie Mutch and Josh Steed all progress into

the programme's second year.

There are five newcomers for 2022 on the Team UK rung: sportscar racers Seb Priaulx and Ben Green, Junior WRC's Jon Armstrong, FIA Formula 3 racer Ollie Bearman and Louis Foster, who switches Stateside to Indy Pro 2000 this season.

On the co-drivers' programme, incumbents Cameron Fair and Jack Bowen have been joined by Callum Young, Dafydd Evans, Daniel James, James Hedges, Jamie

Vaughan and Kirstie Mochrie.

Motorsport UK CEO Hugh Chambers said: "Over its lifespan, the Motorsport UK Academy has been a springboard for many of Britain's outstanding talent in the sport; Lando Norris and George Russell, now two of Formula 1's real stars, both developed into the drivers they are today with the programme's support."

Full lists of Academy members can be found at: [motorsportuk.org/the-sport/motorsport-uk-academy/](https://motorsportuk.org/the-sport/motorsport-uk-academy/).

## CAPOZZOLI SEEKS ONE BETTER IN MINI TROPHY

Last year's Mini Challenge Trophy runner-up Louie Capozzoli is aiming to go one better in the category this season after confirming a switch to AReeve Motorsport from LDR Performance Tuning.

The 19-year-old last season had a roller coaster first full year in the contest, writing his car off

at Thruxton in round two then winning three races in the final two meetings. Reigning champion Dominic Wheatley has moved up to the JCW class for 2022.

Capozzoli said: "It was a very difficult decision to leave LDR after such a successful debut season. AReeve Motorsport has a proven pedigree of winning

championships in the Mini Challenge and we spent a lot of time talking over the winter with Aaron [Reeve, team boss] to see if they shared the same philosophies as my dad and I."

Charlie Mann is also eyeing a Trophy championship challenge after confirming he will return for a third year in the contest. Last

year he finished fifth in the standings with his Mann Motorsport outfit.

Junior Irish Rallycross and Junior Ginetta Ireland champion Jack Byrne, 18, also joins the Trophy grid this season while Bradley Gravett has confirmed he will continue to race for Graves Motorsport in Mini's JCW class.



Capozzoli (left) has switched teams for his title quest



# RACING NEWS

## MITTELL ENTERS TWO CARS IN PRAGA CUP

Team boss Mittell and ex junior single-seater star Hall combine for the new one-make championship

Photos: Jakob Ebrej



Mittell is racing two R1s in new Praga contest



Hall has raced famous names

By Graham Keillor

**Championship-winning national outfit Mittell Cars will enter two cars in his year's inaugural one-make Praga Cup starting next week at Silverstone for the high-performance R1.**

Mittell is an established frontrunner in 750 Motor Club's Bikesports, Sports 1000 and F1000. For its Praga Cup bow, team boss Scott Mittell will share an R1 with Bikesports rival Charles Hall. Hall in his junior single-seater days competed alongside Lewis Hamilton and Kimi Raikkonen, and having stopped racing in 2008 returned to sportscar competition in 2017. Mittell's second driver pairing will be revealed imminently.

Scott Mittell told Motorsport News:

"It was a logical step to move into something a little bit different, we know Vincent Randall from VR Motorsport who's the importer, from selling him one of our cars in the past."

"We're only here to win. It's always going to be tough at the start of the year so if we can get a couple of cars on the podium at Silverstone I'd be happy."

Hall told MN: "We've got a good team combination. We may not be always the quickest but we will be consistent, I'd like to think we'll be at the sharp end regularly."

"I've kept saying to Scott, I won it [Bikesports] in 2020, he's won it in 2021, if you can't beat them join them."

"I've got timesheets where I'm second only to Lewis Hamilton, so on my day I was good."

## COLLINS AND MORTON RE-SIGN FOR PRAGA CUP

Ex-Top Gear Stig Ben Collins and ex-SAS soldier Jay Morton will continue to share a Praga R1 sportscar this season in the inaugural one-make Praga Cup.

Collins – 2003's ASCAR champion and now a YouTuber and Hollywood stunt driver – paired with Morton in Britcar's Praga class last year, a season wherein Morton won twice. In 2022 Collins and Morton will race one of Praga's brand-new Gen 5 factory cars.

Collins told Motorsport News: "We're here to win – end of – at every race, so you just have to take each race as it comes and drive the wheels

off it and see how it unfolds."

"They're [the R1] a ton of fun to drive and the racing is close. We'll miss some of that Le Mans spice with the mixed categories in the one-make series but actually I think we're better off without it."

Morton added to MN: "I couldn't ask for a better team-mate. So again [I'll be] just trying to suck him for all his knowledge and experience and build on last season and get faster."

Praga's social media followers will also be able to vote for the pair's livery, to be revealed at Praga Cup's first round at Silverstone on March 12-13.



Morton (left) and Collins will continue their partnership this season



Arden boss Horner sees Praga Cup potential for youngsters

## ARDEN EYES PRAGA LINK

Famous junior single-seater outfit Arden is eyeing a link with R1 manufacturer Praga and its new-for-2022 one-make Praga Cup championship.

Arden and its affiliated Young Racing Driver Academy (YRDA) have a strong record in developing driver talent through single-seater racing, with alumni including reigning FIA Formula 2 champion Oscar Piastri and Formula E racer Dan Ticktum.

Praga is set to start its first one-make championship for its high-performance R1 sportscar in the UK this month.

Arden boss Garry Horner told

Motorsport News: "The Praga programme is quite an interesting programme and we're in discussion with them about several aspects of that and where we may be able to assist. There's nothing further to report at the moment but watch this space."

"It's a very nice car, it's an interesting series, it's the right package for young drivers, it's cost effective, so we'll see."

"I think that's important [moving to its own championship]. The championship has got legs enough to go further and become part of a bigger championship; they've got aspirations to get into Europe."

## IN BRIEF

### Stewart racing

Scottish karting graduate Oliver Stewart has been confirmed as the third member of Hitech Grand Prix's British Formula 4 2022 line-up, joining Eduardo Coseteng and Daniel Mavlyutov. "It has been my dream to race in a car since I was little. It's a huge step and a massive learning curve but I will give it everything," said Stewart.

### BRSCC demo day

The British Racing and Sports Car Club is hosting a demo day for the Fiesta Junior championship and BMW 1 Series SuperCup at Croft on Wednesday next week (March 9). Touring car star Josh Cook and his Cooksport company will offer advice on their next-generation Fiesta Junior race car. The on-track demonstrations are arranged by appointment.

### James' joy

Jack James has won a fully funded season in the Junior Saloon Car Championship after being crowned as its latest scholarship winner. James beat 28 fellow competitors in the Croft contest that included pitstop, fitness, autotest and media presentation challenges, plus a driving assessment, all overseen by an esteemed judging panel.

### Brands boosted

Various winter improvements have been made to Brands Hatch for the 2022 season. These include renewing barriers and tyre walls at Paddock Hill Bend plus reggrading its gravel trap. Brabham Straight's tyre walls have also been replenished, kerb repairs have been undertaken at various points, and Clearways has had major drainage improvements.

## RISING STARS EYE A PRAGA CHANCE

Karting graduates Ruben Stanislaus and Lewis Appiagyei are eyeing the one-make Praga Cup after testing the R1 at Praga's official Silverstone gathering last week.

The duo sampled University of Wolverhampton's R1 accompanied by a BBC crew making a documentary about the pair's efforts to get into car racing. Stanislaus told Motorsport

News: "We've been looking for a championship that we can get into, saw the value of this, [it is] still a lot of money but for the car you're racing it makes a lot of sense. [We] just need to find the funding."

"It was wicked [on track today], I drove it once before but it never gets old, finding where the limits of the car is, that's probably the best bit, such high downforce."

Appiagyei, who is looking to study at Wolverhampton and get involved in the university's Praga race team, added to MN: "I really love the car. This year I might be doing more testing rather than racing, because I'm still getting to grips with taking such a big step up."

"They've [Wolverhampton] not had a student driver so it would be a first."



Stanislaus is looking for budget to get involved in the new Praga Cup

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# RALLY NEWS

## LATVALA BACKS BRIT ACE EVANS TO RECOVER LOST WRC TITLE GROUND

Toyota Gazoo Racing head says Welshman will be back in a position to fight



Evans was thwarted by crashes in Sweden

By Graham Lister

**Toyota team chief Jari-Matti Latvala has backed Elfyn Evans after Rally Sweden proved another tough event for the two-time World championship runner-up.**

Evans is 42 points behind Toyota team-mate and Sweden winner Kalle Rovanperä after a victory challenge went wayward for the second rally running.

The 33-year-old's bid for a first 2022 win unravelled when he was penalised 10 seconds for not following the correct route after an off on Saturday's closing stage (see report, page 18).

But any hope Evans had of recovering the lost ground to Rovanperä ended when he damaged the front of his Yaris spinning at high speed on Sunday's first stage – which he started with the car's hybrid system deactivated following a fault. Another hybrid issue would then lead to his retirement.

"It was a huge disappointment for me to end this way," said Evans, who went off the road on the Monte Carlo Rally while in the thick of the lead battle. "Everything was going OK but on a long left-hander I lost the rear of the car and I wasn't able to catch it, so we had quite a high-speed spin. After making repairs we managed

to get going again but we had to stop for hybrid-related reasons."

The WRC is now on 50-day break before the Croatia Rally runs from April 21-24 and Evans, who took three stage wins in Sweden, is braced for a tough wait ahead of the season resuming in Zagreb.

"I'm sorry for the team because they've obviously built a very fast car but, so far, I haven't been able to bring back the results they deserve," he said.

"It's not nice to go into this break on a bad note but we'll focus on the next round and on being the best we can there."

Photos: mcklein-imagedatabase.com, Red Bull Content Pool



Latvala still has faith in Welsh star

Ex-WRC driver Latvala said: "It was a little bit incorrect for him to get the 10s penalty because it was said that he got a time advantage but he actually lost [time]. Yes he didn't follow the road to the stop control, this is correct. But if you look at the evidence he actually lost time rather than gained [time]."

"He was in a position to fight with Thierry [Neuville] and he had to push, there was no other way. I know that myself how is the situation when you go under the pressure a little bit more and also his hybrid was not working in the morning, he had to go without hybrid. So what happened to him was unfortunate."



Breen: Swedish woes

### BREEN SUFFERS DISASTROUS RALLY SWEDEN

Craig Breen labelled his Rally Sweden outing "disastrous" after he retired in bizarre circumstances last Friday.

Breen, who completed the Monte Carlo Rally podium in January, went off twice on the second stage and got stuck in a snowbank to the extent he was forced to retire his Ford Puma Rally1 from the opening leg.

Although he restarted on Saturday and scored a stage win, his first for M-Sport, an electrical issue meant he was unable to complete the day. He returned on Sunday to claim the final Powerstage point.

"Very soon into the second stage we made a very small mistake and got stuck in between two snowbanks," said the Irishman, 32. "Unfortunately from then I had a problem with the windscreen washers, they were constantly spraying water on the screen, and that began to freeze. It completely took my concentration away and I just went off again: disastrous."



Jon Armstrong adapted well to the snowy conditions in Sweden for landmark win

### ARMSTRONG PLOTS MORE WINS AFTER SWEDEN TRIUMPH

Jon Armstrong believes he can keep winning in the Junior WRC following his opening-round victory in Sweden.

The Northern Irishman edged Finn Lauri Joonas for the one-make category win alongside new co-driver Brian Hoy despite not having enough budget to test his Ford Fiesta Rally3 before the snow event.

"First of all I didn't think I'd be starting the season, it

was all a bit late coming together," Armstrong said. "On shakedown the feeling was quite good and on Friday we made even more progress in terms of getting used to each other in the car, me and Brian, and getting used to the car as well. I don't think I've ever had a battle for a win that close before so it was quite interesting. To come out with first place is amazing."

The JWRC resumes in Croatia in April and Armstrong has high hopes for more success.

"I think I can probably win on every other round if I put in enough work," he said. "But then in the Juniors it's all about luck and staying out of trouble so it's going to be a bit of a crazy year."

Motorsport Ireland Rally Academy-backed William Creighton finished third.

## 'BORING' SWEDEN GETS WRC EXTENSION

Rally Sweden will remain in the World championship for at least the next two seasons despite leading drivers labelling some stages of the newly located event boring.

The WRC's only winter round was run from the city of Umea in the northeast of the country for the first time following its northward move away from Varmland in search of a greater guarantee of snow and ice.

While the hoped-for conditions materialised, the stage layouts received mixed reviews.

Event winner Kalle Rovanperä said: "Overall [they were] really fast stages, maybe a bit too fast and boring."

Thierry Neuville, who finished second, said: "Any driver would confirm the move north is definitely good in terms of winter conditions. The stages in the south were probably more spectacular, but at the end, once you go flat out even a boring stage can get interesting."

Toyota team chief Jari-Matti Latvala pointed out that cancellation of the planned flagship Ortrask



Neuville thought flat-out stages offered a real challenge

stage due to reindeer movement was unfortunate.

"In the future we can find some more technical sections because I heard SS9, which was cancelled, was supposed to be the best stage of this rally," said Latvala. "But the organisers have done a good job."

Simon Larkin, WRC Promoter's event director, said: "We are very happy with the success of the event. We have

to pay tribute to [CEO] Glenn Olsson, his board and his team who have done a fantastic job to move the event. It has been a lot of hard work, it's been very difficult. But I'm very pleased to report we have signed a two-year extension with Rally Sweden to secure the event here in Umea for two more years. That's a great credit to Glenn and we're delighted it's going to secure the only pure winter rally in the championship."



# RALLY NEWS

## LAYLAND APPEAL SECURES WELSH CHAMPIONSHIP SEAT

Co-driver Shaun Layland will contest this year's Welsh National Forest Championship alongside Bob Ceen in a Skoda Fabia R5+.

Layland scored numerous top-10 results alongside Craig Jones in the National Asphalt Championship last year. However, when Jones's regular co-driver Ian Taylor returned from sabbatical, Layland was left without a definite seat for 2022 until a Facebook appeal resulted in 15 offers within hours.

"It's humbling to think that people trust me to sit with them," Layland told MN. "I am extremely grateful for the opportunity to sit alongside Bob. He is a terrific driver and the Skoda is state of the art."

## OBITUARY

### Eoin McCarthy 2000-2022



Eoin McCarthy, the 22-year-old driver who died following a tragic accident on the recent Killarney Forestry Rally, was laid to rest in the village of Rossmore near Clonakilty last week.

The promising young driver was competing in just his second ever rally, having made his debut at last year's Cork '20' International Rally, where he finished fourth in class.

The McCarthy family are steeped in motorsport with Eoin's father, Liam, being a former West Cork, Fastnet Rally and Circuit of Munster winner. Elder brother Conor campaigns a Mitsubishi and competed on the recent Galway International Rally.

On the Castleisland-based rally that was the opening round of the Irish Forest series, McCarthy was co-driven by Daniel O'Brien, 30. On the day's fourth stage, their Honda Civic slid off the forest track at low speed and ended up in a stream.

McCarthy was airlifted to Cork University Hospital but succumbed to his injuries later that evening, co-driver O'Brien was discharged from the same hospital after treatment.

Motorsport News extends its sincere condolences to the McCarthy family, their friends and the close-knit Irish rally community.

# BOGIE HEADS SNOW MAN ENTRY

## Five-time Scottish champion will enter Mini Countryman WRC for '22 season opener

Photos: Eddie Kelly, Martin Walsh



Bogie enjoys the Snowman

**David Bogie headlines the entry for this week's Scottish Rally Championship opener, the Snowman Rally, but is likely to pick and choose his outings rather than mount a title bid.**

Bogie, co-driven by Kevin Rae, has entered in a Mini JCW WRC from Derek McGeehan Motorsport and contested last weekend's East Riding Stages in his own Ford Escort Mk2.

The five-time Scottish champion told MN: "I've always enjoyed the Snowman. I've loved rallying in Scotland, I've got some great memories from the Snowman, they're always fantastic stages and, yeah, it was an ideal event to do."

Bogie's last full championship campaign was back in 2019, when he entered the first half of the British Rally Championship

but aborted halfway through.

"A plan's always nice don't get me wrong but I've got other commitments now, I've got work commitments I've got to include in my plans as well," he said.

"Last year we just picked and chose rallies which was good. We didn't have a championship to show at the end of it which probably isn't so good, it's always nice to celebrate at the end of the year lifting a championship title, but we'll probably just start, we'll pick and choose, and we'll see where the year takes us."

Reigning Scottish champion Garry Pearson won't defend his title this year, but 2020 Snowman victor Michael Binnie headlines Saturday's entry from Bogie and Jock Armstrong who switches back to his own Subaru Impreza after a year in a hired Ford Fiesta Rally2.

### SEEDS ENTRY LIST

#### Snowman Rally

SEED	DRIVER/CO-DRIVER	CAR
1	Michael Binnie/Claire Mole	Mitsubishi Lancer E9
2	David Bogie/Kevin Rae	Mini JCW WRC
3	Jock Armstrong/Cameron Fair	Subaru Impreza
4	Freddie Milne/Patrick Walsh	Ford Fiesta R5
5	John Wink/Neil Shanks	Hyundai i20 R5
6	Bruce McCombie/Michael Coutts	Ford Focus WRC
7	Scott Beattie/Paula Swinscoe	Mitsubishi Lancer E7
8	Alan Carmichael/Ivor Lamont	Hyundai i20 R5
9	Donnie Macdonald/Andrew Falconer	Ford Fiesta Rally2
10	Scott Macbeth/Daniel Forsyth	Mitsubishi Lancer E9

# IRISH NATIONAL SERIES READY TO START IN MAYO

Robert Barrable has made a late decision to return to rallying and will tackle this season's Irish National Rally series, which begins with the Claremorris-based Mayo Rally on Sunday.

Barrable will campaign a Melvyn Evans Motorsport Volkswagen Polo GTi R5 on the event. He told Motorsport News: "It's all last-minute really and Mayo will probably be an event where I will be finding my feet. While I will miss the next round in Birr, I will do all the remaining six rounds after that."

The series represents unfinished business for the Barrable family.

In 1990, Robert's father Michael seemed set to win the title until a broken driveshaft sidelined his Opel Manta 400 as he was set for victory.

The entry list for Mayo includes reigning national champion Josh Moffett (Hyundai i20 R5) who heads a full capacity turn-out. Moffett's challengers include Declan Boyle (Fiesta WRC) and Peadar Hurson (Ford Fiesta WRC), who won the title in an Opel Ascona 30 years ago.

Northern Ireland rally champion Stephen Wright is entered at the wheel of a Ford Fiesta R5, while Tarmac champion Darren Gass will field a Citroen C3 R5.

The top-10 seeds also include Joe McGonigle, Aidan Wray and Seamus Leonard, all in Fiesta R5s and Tim McNulty in his right-hand-drive Fiesta R5.

Triple Irish national champion Niall Maguire will have his first start in a Ford Fiesta R5 and Eamonn Kelly has entered the VW Polo GTi R5 usually driven by his father Donagh. Sam Moffett, the 2017 champion, has elected to make a low-key return in a rear-wheel-drive Toyota Starlet contesting the modified category against the Ford Escorts of Gary Kiernan and Gary McPhillips plus another Starlet for Jason Black.



Barrable will return from long lay-off for Mayo counter



Wilson gains traction with new Mitsubishi Lancer E9

# RALLY STAR FINALIST WILSON IN FOUR-WHEEL-DRIVE IN '22

FIA Rally Star European finalist Rob Wilson will make the step up from a Ford Fiesta R2 to a Mitsubishi Lancer E7 in the BTRDA Rally Series and Welsh Rally Championship this season.

Wilson, who got his first proper run in the car at the Welsh championship's media day, will begin his campaign on

the Rallynuts Stages on April 9, which forms the second round of both series.

Wilson told MN: "As far as I'm concerned the next step will always be four-wheel drive, whether that is taking a huge leap into Junior WRC or taking a leap into the British Rally Championship.

"Obviously I would love to

win the B13 class and I'd love to do some giant-killing against some of the R5s but the ambition is just to come out of the blocks strong.

"I've set myself a target for the first event which is a top-10 finish because obviously I've never been up inside the top 10 ever, so those are my ambitions for this year."



FIVEMILETOWN SPRING RALLY: BY WILLIAM NEILL FEBRUARY 26

Photos: William Neill, Kevin Money



Desi Henry led from start to the finish

NOBODY CAN MATCH THE RAPID HENRY ON IRISH FOREST CLASH Ford Fiesta Rally2 driver takes command from the start of the event

**Organiser:** Omagh Motor Club Ltd  
**When:** February 26 **Where:** Fivemiletown, County Tyrone **Championship:** Northern Ireland Forest Rally Challenge  
**Stages:** nine **Starters:** 77

Desi Henry claimed a career first Fivemiletown victory with a start-to-finish display of dominance that netted five fastest stage times in his Ford Fiesta Rally2. The opening 6.9-mile Jenkin stage was first to fall to Henry and co-driver Paddy Robinson by 5.4 seconds, ahead of eventual runners up Cathan McCourt and Liam Moynihan. With the deficit at 15.3s by the mid-point service, McCourt responded by going fastest on both

the 2.1-mile Doon and shortened version of Jenkin to take almost five seconds from Henry as he got to grips with a newly acquired Ford Fiesta S2000, but ultimately had to settle for second place, equalling his previous best finish on the event. The pairing of Vivian Hamill and Lorcan Moore finished third in a Mini Cooper Works WRC 17.4s behind McCourt, while it was another McCourt, Conor, and co-driver Coalan McKenna, who brought their Skoda Fabia through to fourth overall after setting a fastest time on Doon. Jason Mitchell battled a misfire to take fifth from former event winner Mark Donnelly returning from a long lay-off to set some

RESULTS			
Fivemiletown Rally			
P	DRIVER/CO-DRIVER	CAR	TIME
1	Desi Henry/Paddy Robinson	Ford Fiesta Rally2	33m40s
2	Cathan McCourt/Liam Moynihan	Ford Fiesta S2000	+18.9s
3	Vivian Hamill/Lorcan Moore	Mini Cooper Works WRC	+36.3s
4	Conor McCourt/Coalan McKenna	Skoda Fabia R5	+50.1s
5	Jason Mitchell/Paddy McCradden	Ford Fiesta Rally2	+1m03.8s
6	Mark Donnelly/Stephen O'Hanlon	Ford Fiesta R5	+1m25.7s
7	Gareth Mimmagh/J Barry McCarney	Ford Fiesta R5	+2m04.7s
8	Niall Henry/Barney Mitchell	Ford Fiesta Rally2	+2m23.0s
9	Derek Mackarel/Thomas Wedlock	Mitsubishi Lancer E9	+2m42.6s
10	David Crossen/Aileen Kelly	Ford Escort Mk2	+2m49.8s

**Class winners:** Hugh McQuaid/Martin Byrne (Escort); James McGovern/Louise Boyle (Toyota Corolla); Sammy Scollan/Dominic McCurren (Vauxhall Corsa); Stewart McClean/Stephen Dickson (Vauxhall Nova); Liam McQuaid/Mervin Galbraith (Escort); Crossen/Kelly; Adrian Hetherington/Ronan O'Neill (Escort); Mackarel/ Wedlock; Bill Arbuthnot/Jason McGukin (Subaru Impreza); Hamill/Moore; Henry/Robinson.

strong times on his way to sixth. He was ahead of Gareth Mimmagh who had a mixed day from a stall at the start of SS1 to winning the final pass of Crocknagrally. With four-wheel-drive cars dominating the top of the order,

two-wheel-drive winners David Crossen and Aileen Kelly took 10th place after early class leader, Lithuania's Martynas Samsonas, retired with driveshaft failure and Shane McGirr rolled his Toyota Starlet.

RALLY ROUND-UP

Davies and Bloxham keep it in gear for victory

Another dominant performance enabled John Davies/Nick Bloxham to take a clear win on the Festival Targa Rally. The Bath MC event was based at Castle Combe Circuit and used that venue, plus Charlton Park, RAF Lyneham and Kemble Airfield, to provide nine tests. These gave crews 44 miles of competition. Davies/Bloxham took fastest time on all of the first five tests but, despite slackening their pace in the afternoon due to gearbox concerns with their Ford Puma, finished the event over two-and-a-half minutes ahead of the field. Ethan Davies/Dafydd Evans had been the leader's closest challengers until they collided with a tree at Charlton Park.

The Ford Escort of Gavin Rogers/Georgina Clark won the close battle for the runner-up spot, beating Gary White/Bradley White (BMW 318Ti) by just two seconds. The latter team had taken fastest time on three of the last four tests.

The John Robson Memorial was won by Bevan Blacker/Niall Frost, who ended the challenging 150-mile event with a victory margin of over five minutes. Ben Briant/Gary Evans were leading but retired shortly before the petrol halt when a half shaft broke on their hired Ford Escort.

Ian Mills

**Result**  
**Festival Targa Rally**  
**Organiser:** Bath Motor Club  
**When:** February 19 **Where:** Wiltshire **Championships:** BTRDA, CSMG and ASWMC **Tests:** 9 **Starters:** 87  
1 John Davies/Nick Bloxham (Ford Puma) 97m51s; 2 Gavin Rogers/Georgina Clark (Ford Escort) +2m36s; 3 Gary White/Bradley White (BMW 318Ti); 4 Huw Morris/Daniel Pidgeon (Ford Focus); 5 Owen Turner/Rachel Vestey (MG ZR); 6 David Ginn/Philip Russ (BMW Compact); 7 Ben Griffin/Steve Conner (Peugeot 106 Rallye); 8 Matt Endean/Suze Endean (MG ZR); 9 David Smalley/Matthew Smalley (Vauxhall Corsa SRi); 10 Chris Woolley/Jamie Woolley (BMW E30).  
**Class winners: Semi-Experts:** Robert Fields/Andy Fields (Toyota MR2); **Novices:** James Fewell/Alex Fewell (Puma); **Clubman Rally:** James Appleby/Nathan Perks (Ford Fiesta)

**John Robson Memorial Rally**  
**Organiser:** Hexham & District Motor Club **When:** February 19-20 **Where:** Northumbria **Championships:** ANCC, ANWCC & SD34 **Route:** 150 miles **Starters:** 51  
1 Bevan Blacker/Niall Frost (Peugeot 106) 6m47s; 2 Steve Retchless/Cath Woodman (Ford Escort) +5m13s; 3 Richard Hunter/Kelvin Phipps (Escort); 4 Darren Moon/Andrew Lowe (Escort); 5 Thomas Hick/Amy Henchoz (Citroen Saxo); 6 Jon Bossen/Rob Bryn Jones (Escort); 7 Richard Oxley/Simon Bentley (Proton Satria GTi); 8 Richard Hemingway/Sam Collis (Proton Satria); 9 Andrew Smith/Sam Spencer (Escort); 10 John Gornall/Martin Gornall (Peugeot 206 GTi).  
**Class winners: Semi-Experts:** Oxley/Bentley; **Novices:** Thomas Fenton/John Harper (Peugeot 205 GTi); **Hexham Historic:** Darren Everitt/Ian Mitchell (Triumph 2000); **Hexham Trophy:** Peter Wilkinson/JJ Ashley (Suzuki Swift Sport)

EAST RIDING STAGES RALLY: BY PETER SCHERER FEBRUARY 27



Henderson: another week, another victory

HENDERSON KEEPS HIS RIVALS AT ARM'S LENGTH FOR WIN

**Organiser:** Beverley & DMC, **When:** February 27 **Where:** East Yorkshire **Championships:** North of England Tarmacadam, Proflex Sick Absorbers ANCC, RACMC Mixed Surface, **Stages:** 8 **Starters:** 99

David Henderson's Ford Fiesta R5 led the inaugural East Riding Stages from start to finish, while a thrilling battle played out in his wake for the podium positions. Another Fiesta R5, that of Mark Kelly, and the Hyundai of James Williams battled hard over second place and kept Henderson within sight throughout the day. Williams

capitalised when Kelly made a couple of mistakes on the third stage, but the Fiesta was soon back past after Kelly clocked the fastest time on stage four. Henderson held a five-second lead after four stages, but with Williams quickest on stages five and six the lead was cut to 3s. An agricultural excursion on stage seven and a stall at the start of the final test ended the young Welshman's hopes, however, leaving Henderson to seal an 18-second victory over Kelly. Behind the lead trio, Neil Roskell and Tom Preston duelled

for fourth in their Fiestas until Preston retired with mechanical woes and the next car, that of Simon Bowen, broke a driveshaft. This misfortune elevated the mighty Ford Escort Mk2 of David Bogie to fifth overall. Bogie in class headed home fellow Escort crews Darren Atkinson/Phil Sandham and Gerry Frizelle/Mark Mason in Class D, while the Escorts of James Ford/Llion Williams and Gareth Bevan/Steffan Evans topped the Historics ahead of David Kynaston/Andy Conibear's TR7 V8.

RESULTS			
East Riding Stages			
P	DRIVER/CO-DRIVER	CAR	TIME
1	David Henderson/Sion Cunliff	Ford Fiesta R5	37m41s
2	Mark Kelly/Neil Colman	Ford Fiesta R5	+18s
3	James Williams/Dai Roberts	Hyundai i20 R5	+29s
4	Neil Roskell/Andrew Roughead	Ford Fiesta R5	+47s
5	David Bogie/Kevin Rae	Ford Escort Mk2	+1m6s
6	Rob Swann/Darren Garrod	Ford Fiesta R5	+1m16s
7	Andy Fenwick/Rob Fagg	Hyundai i20 R5	+1m26s
8	John Stone/Cameron Fair	VW Polo R5	+1m27s
9	Steve Simpson/Patrick Walsh	Ford Fiesta Rally2	+1m54s
10	Joe Cunningham/Josh Beer	Ford Fiesta R5	+2m1s

**Class winners:** Mark/Andrew Constantine (Vauxhall Corsa); Tim Mewett/Liz Jordan (Ford Fiesta Mk2); John Deegan/Colin Blunt (Subaru Justy); Bogie/Rae; Henderson/Cunliff; James Ford Llion Williams (Ford Escort Mk2).



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# SPORTING SCENE NEWS

## HIGGINS JR KEEN TO STEP INTO RALLYING OR RALLYCROSS AFTER BUGGY TEST SESSION

### Son of title-winning rally driver David aims to graduate after karting successes

Photos:Tom Banks, 5 Nations BRX, mkpics.net



Higgins Junior conducted test

By Hal Ridge

Matthew Higgins, son of 10-time American rally champion David, is eyeing a career in mixed-surface motorsport and tested rallycross machinery for the first-time last week.

The 16-year-old racer, who claimed the British Junior Karting Championship title in the last two years, drove an RX150 buggy during a test day for the series at the Bill Gwynne Rally School and Turweston in Northamptonshire recently.

The teenager told MN: “I’m looking to make the next step in my racing career and looking at all available options, including racing, rallying and rallycross.



Teen has kart experience

“Obviously the biggest problem is finding the financial backing so, as a driver, I need to be as versatile as possible and willing to drive anything to gain more experience wherever I can. The RX150 test was the perfect opportunity to do that.”

Higgins completed 12 laps of a loose-surface course and impressed by quickly getting

up to speed, despite having only once driven having on loose surfaces before and using a sequential gearbox for the first time.

He added: “I felt comfortable with the gearchange right away. The test was mega. Being able to get sideways was great fun but I found that the neater racing-style approach was better for lap time and consistency. It was great to experience something closer to what my dad has been doing, and to take a step closer to competing in a rally or rallycross event.”

Higgins will also race in the British Senior Rotax Kart series this year along with selected major karting events.

SPORTING TRIAL: GEOFF TAYLOR SPORTING TRIAL BY DUNCAN STEPHENS FEBRUARY 20

### SHARP WINS ON TELFORD HILLS

Richard Sharp and son Joe won the Geoff Taylor Sporting Trial on February 20. He beat reigning British champion Josh Veale over the final round of eight hills and turned a single-point deficit into a two-point win.

Sharp took the initial lead before tyre pressures were dropped as conditions worsened in heavy rain for the remainder of the day. Behind the leading two, Bob Packham had a stunning day to complete the podium in his venerable 1970s Kincraft after a slow start, but he took the red live-axle class spoils from next-best live-axle runner Arthur Carroll, who slipped from third to finish ninth overall.

Andy Wilks was fourth, just a point behind Packham following a poor first round. Boyd Webster finished in fifth, having one of his better days. He beat 2020 British champion Ian Veale.

#### Results

Geoff Taylor Sporting Trial  
Organiser: Hagley & District Light Car Club When: February 20 Where: Apley Estate, Telford Starters: 30.  
1 Richard Sharp (Cartwright) 33 marks; 2 Josh Veale (Sherpa) 35 marks; 3 Bob Packham (Kincraft); 4 Andy Wilks (Crossle); 5 Boyd Webster (Crossle); 6 Ian Veale (Sherpa); 7 Stuart Beare (Sherpa Indy); 8 George Watson (Hamilton); 9 Arthur Carroll (Sherpa); 10 Julian Fack (Crossle).

## NEW RACE DIRECTOR FOR 5 NATIONS RALLYCROSS CONTEST

The British Rallycross Championship 5 Nations Trophy has secured the services of World RX race director Slaven Dedic ahead of the new season.

Organisers have announced a number of changes to the judicial

system for 5 Nations BRX. Dedic assisted at selected rounds of the championship last year but, with his FIA licence now officially recognised by Motorsport UK, he will become the permanent race director in

2022. The 5 Nations BRX series will also adopt the trackside judicial camera system, as used in World RX, to give race officials increased insight into incidents on track. It is also assessing the adoption

of the World RX driver reprimand system “along with a planned fixed penalty table in an effort to enhance the consistency of fair penalty and judicial decisions,” said a series statement.



British rallycross drivers will be under the spotlight in 2022

## PREVIEW: NATIONAL HOT RODS

# PACKED SCHEDULE TO KICK OFF THE HOT ROD RESTART

As the season is set to blast off again, the form men will have a fight on their hands. By Graham Brown

After the disruption that has blighted the past couple of seasons there is much optimism for the 2022 National Hot Rod season. There is a packed fixture list and many new cars, drivers and teams coming into the class.

The English series swings back into action this weekend with the Republic of Ireland at Tipperary and Lochgelly in Scotland also running their opening events. Perhaps the only fly in the ointment is the decision taken by Cowdenbeath and Crimond to drop the NHRs this year. Their loss is also likely to be Lochgelly’s gain. The Fife venue will be the scene of the season’s first major with the European championship taking place over the first weekend in April. This kicks off a busy month for the English runners with a further four meetings scheduled.

That kind of fixture stack-up means teams have to hope nothing happens at the first of each pair of events that might put them out of the second. This

might concern the leading English points contenders, where very little separates them at the top end of the table. Billy Wood went into the winter break with a two-point lead over Carl Waller-Barrett, but with Perry Cooke, Paul Wright and Aaron Dew all within striking distance. Unusually, multiple title-winner Chris Haird languishes down in seventh spot but an imminently expected new car might have an impact.

There are a host of others hoping to grab points from the frontrunners. Although still new to the class, Chris Aldridge will be one to watch, but new machinery broke cover at last Saturday’s Ipswich test in the shape of another AutoXross Ford Fiesta for Joey Palmer, which looked mint until an unfortunate coming together with Dan Guidotti’s Mercedes and a Classic Hot Rod.

Former Ringwood Outlaw racer Guy Martin was out in a Vauxhall Tigra ‘A’ but his test was cut short by a blown motor. Other interesting newcomers included the experienced open-wheel racer Chris Roots in the former Steve Dudman car, while 2.0 Hot Rod Winternational

#### STANDINGS

2021-2022 National Hot Rods  
English Points (after 6/14 rounds)

POS	DRIVER	CAR	POINTS
1	Billy Wood	Vauxhall Tigra	230
2	Carl Waller-Barrett	Vauxhall Tigra	228
3	Perry Cooke	Vauxhall Tigra	213
4	Paul Wright	Vauxhall Tigra	207
5	Aaron Dew	Ginetta G40	198
6	Jason Kew	Ginetta G40	189

Northern Ireland: 1 Glenn Bell 223; 2 Shane Murray 205; 3 John Christie 204.

Republic of Ireland: 1 David Casey 406; 2 Jeff Riordan 316; 3 Tom McSweeney 251. Scotland: 1 Ross McWilliam 384; 2 Roy Anderson 354; 3 James Mooney 306.

winner Hayden Ballard made his first appearance in his Tigra. They were joined by Ashley Shaw in the ex-Ivan Grayson Vauxhall and Paul Trimmer, back for another shot at Nationals with his Peugeot 206. There weren’t any shocks on the clocks, though, with Wood topping the times.

Across the water, three drivers in three different marques lead the points chase in Northern Ireland. Glenn Bell’s Ford Fiesta heads Shane Murray’s Ginetta and John Christie’s Lotus. In the Republic, the first appearance of the second Lotus Exige is eagerly awaited in the hands Jeff Riordan. Even armed with this new machine though, Riordan has a mountain to climb

in order to overhaul David Casey’s 90-point lead.

In Scotland Ross McWilliam is the man on point in another new shape Fiesta, and he’ll be joined in the Ford ranks with another of the same from returnee Steven Armit. A beautifully revamped Tigra from Doug Mclean will be another one to watch.

With eagerly anticipated new cars in the offing, a VW Polo from Bert Taylor and the Citroen DS3 from Spedeworth Fabrications’ workshops, there is certainly plenty to look forward to. A driver for the Polo has yet to be nominated although Ben Taylor and even the 1995 World Final winner Ian McKellar are known to be in the frame. ■



Billy Wood is the man everyone is chasing in English points



A Lotus Exige will be a step forward for Jeff Riordan in Ireland



# HISTORICS

## DOWN THE WORKSHOP

### KINCRAFT TRIALS CAR

Current owner: Mark Goodyear



Hill tamer: the Kincraft

#### He's an all-rounder

Former hillclimber Mark Goodyear has been a regular racer over the last four or five seasons, first with a Lotus 69 and now with a March 75B Formula Atlantic car in Historic Formula 2 racing. He has a Lotus Elan, which has been struck by engine problems, and also has a Kincraft sporting trials car.

#### He shares the Kincraft

The Kincraft is a project he shares with his brother Paul and they contest a few events each winter in the early 1970s car, originally built to exacting standards by Jack Pearce. It runs in the post-historic class and is now welcome in both historic and modern sporting trials.

#### It has a good history

Goodyear says: "It is one of quite a few Kincrafts built in the 1970s by Jack Pearce. Apparently, it was a BTRDA Gold Star winner in its day and it has the same Renault 19 engine with a two-speed Hewland gearbox in as it did back then. Simon Durling owned it before us. We've had it for four or five years."

#### It's not being used too much

"We've not done a huge amount with it so far, mainly Historic Sporting Trials with the HSTA, but we're starting to do a bit more. We can double drive it on events, which makes good sense and we can do both historic and modern events. They're trying to pick up the post-historic class in modern events. It's a lot of fun in the winter as long as it's not raining and is a lovely sunny day or a day with a nice frost!"

#### It is very effective

"They are really clever things. In the right conditions, with the engine on tick-over you can go straight up a hill. Tick-over is 700 to 800rpm and it just keeps plugging on. But it will also rev really well when you need it to, if you need to really attack a hill."

#### They are a challenge

"It's got no rev limiter or rev counter! It's good fun to drive and it is always amazing where these cars will go, particularly on the modern events. The fiddle brakes are an acquired skill, as you can use them to brake either of the rear wheels individually, which gives the cars a fantastic turning circle."



Edwards has developed the Fiat 131 challenger

# EDWARDS TO RETURN TO BRITISH HISTORIC RALLY COMPETITION

## Three-time British rally title winner to return at the wheel of Fiat 131

By Paul Lawrence

**British Rally champion Matt Edwards will return to historic rallying on Rally North Wales on March 26.**

With no opportunity to chase a fourth-straight BRC crown and plans to rally in Ireland this year dashed by lack of funds, Edwards will rally the Fiat 131 he last used in late 2019, in a bid to get among the pacesetting

Ford Escorts in the British Historic Rally Championship.

Edwards has worked with RallySport Developments on getting the 131 to be a competitive proposition and rallied Escorts with success earlier in his career. Now, he hopes to take the fight to the Escorts in the classic Welsh forests. He will be co-driven by Hamish Campbell. "I've been involved in the

development of the Fiat 131 project almost since inception," said Edwards. "The only way to gauge improvement is through putting it into the most competitive environment you can find so the BHRC is the place to be.

"We had made good progress with the car pre-Covid and had just lacked that extra bit of time to get all the details in place at the same time. The last couple of

years have given time to make more improvements, the results of which felt a big step forward when I drove the car briefly at end of last year, so I'm hoping we have closed the gap."

Leading the historic field on the event will be BHRC round-one winner Matthew Robinson while established frontrunner Nick Elliott may also swap his Escort Mk2 for another Fiat 131 on the event.



Ian Crammond is expected to be a frontrunner in his Mercedes

### Clubmen ready to tackle Tour of Cheshire

The Motorsport News-backed HRCR Clubmans Rally Championship will start with Saturday's Tour of Cheshire.

The first of 10 rounds for the daylight historic road rally championship will feature a capacity entry of 75 cars for a route of 150 miles in Cheshire and North Shropshire. The route includes a number of timed special tests and around 100 miles of regularity section.

Heading the entry will be 2021 winners Dan Willan and Niall Frost in their Volvo PV544 but they face a strong entry taking in many leading contenders.

Other frontrunners should include Paul Crosby (Porsche 911), Ian Crammond (Mercedes 280SL), Paul Bloxidge (VW Golf GTi), Darell Staniforth (Mini Cooper) and Matt Warren (Porsche 911).

### Eunice damage hits rally car collection

Historic racer Ewen Sergison had a number of cars damaged when a barn collapsed during Storm Eunice.

The 300-year old Yorkshire barn succumbed to the storm and collapsed on six cars as well as some other equipment. Fortunately, no one was in the barn at the time. Sergison has raced extensively and was a Monaco podium finisher earlier this year.

The main damage was to several road cars but also damaged was his Mini Marcos race and speed event car. The 1968 Marcos was his first car at the age of 14 as a present from his parents. It was bought as a project and was finally rebuilt in 2008.

"I've raced it, rallied it and hillclimbed it. It's been over the Alps twice and Pyrenees once. On plus side it's in better shape now than that day I got it," Sergison posted on Facebook.

### Fangio's Mercedes under the hammer

**The 1958 Mercedes 300 SL Roadster used by Juan Manuel Fangio will be auctioned later this month.**

The car was presented to the five-time World champion by Mercedes on his retirement in 1958 and it has since completed around 45,000 miles, most of them with Fangio at the wheel.

He received the car at The Dorchester Hotel in London in time for his 47th birthday and immediately embarked on a driving tour of Europe, with his girlfriend Andrea Berruet, in his new role as an ambassador for Mercedes-Benz.

In 1986, the 300 SL was put on permanent display at the Juan Manuel Fangio Museum in his hometown of Balcarce, Argentina.

## ATLANTIC FILLING UP AHEAD OF BRANDS CLASH



The entry for the stand-alone Formula Atlantic races at Brands Hatch on April 2-3 is already into double figures and building steadily. Under the guidance of Iain Rowley, one or two Atlantic only races will be run by the HSCC this season. Newcomers to the grid include Michael Bainbridge in an early Brabham BT35, while Daniel Clayfield will race a March 71B.

## IN BRIEF

### Colin Gigner

MN was sad to learn of the death of renowned Formula Ford race engineer Colin Gigner after a short illness. Gigner was a leading figure in the 1980s, when he ran works Reynards to numerous successes and guided Gerrit van Kouwen to victory in the 1984 Formula Ford Festival. In more recent years, he was a highly respected race engineer across a range of historic single-seaters.

### Sporting Trial is go

The Vintage Sports-Car Club will organise a new Heritage Sporting Trial on Saturday April 2 aimed at trials cars from the immediate post-war years. Building on the initiative of the Historic Sporting Trials Association to bring these cars back into competition, the Somerset-based trial will take in non-damaging hills at three different sites connected by around 20 miles of public road link sections.

### Pullan signs up

Experienced co-driver Andy Pullan will join HERO-ERA full time from next month to further strengthen the organising team. Pullan, 26, from Hebden Bridge in Yorkshire, will switch from his career as a civil engineer to join the leading historic rally organising operation. The championship-winning co-driver will work alongside HERO-ERA competition director Guy Woodcock.

### Historic Festival

The organisers of the Telford-based Historic Rally Festival (October 15-16) have opened an 'expression of interest' list for prospective participants on the demonstration special stage event. A capacity field of 80 cars from across rallying history is expected for the event that uses the site of the former Ironbridge Power Station and Weston Park.

### Red Kite is downed

The Red Kite Stages, due to have been round four of the British Historic Rally Championship in the forests of South Wales, has been cancelled. The organisers of the event, due to run on Sunday June 12, confirmed the news following the loss of the proposed start, finish and service venue. Amman and District Motor Club hope to run the event again in 2023.

### Pomeroy results

The results of the recent Vintage Sports-Car Club Pomeroy Trophy at Silverstone have been declared and victory went to the 1993 Nissan Skyline GTR of Jason Kennedy. The 66th running of the competition to find the best grand touring car went ahead despite Storm Eunice and included a 40-minute high speed trial on the Grand Prix circuit.



FEATURE

# MN POLL:

## HOW TO VOTE

- Visit [fastcar.co.uk](https://www.fastcar.co.uk)
- Click on 'Motorsport News'
- Find your favourite and vote

**I**t can be a mission to go and see a rally car in full flight, but the rewards are always worthwhile. Those who have followed Rally GB in all of its guises know what delights await in the forests.

There is something stark about seeing a burst of noise, speed and energy among the greenery. And a well-driven rally car can do nothing but stun the onlookers.

We are on a mission to find out which rally cars have left the biggest impression on fans. We have picked out a shortlist of our 10 favourites, which was hard enough in itself, and now we will hand the decision over to you.

Simply visit the Motorsport News section on the [fastcar.co.uk](https://www.fastcar.co.uk) website to make your opinion count and check back with MN on March 31 to see the results.

*We launch a search for the nation's most beloved stage performers. By **Matt James***

## THE CONTENDERS



**1 Audi Sport quattro/S1**

There is no doubt that Audi changed the face of rallying by pursuing four-wheel-drive. The Group 4 Quattro's debut on the 1980 Jänner Rally in Austria might not have pointed to it, but the German firm had struck gold.

The fearsome Group B era of the World Rally Championship followed, with the Ingolstadt firm introducing the A1 and A2 variants, then the short wheelbase Audi Sport quattro in 1984. The last and most spectacular version, the S1, came at the end of 1985. This outlandish machine was a last-gasp effort to beat the mid-engined Peugeot 205 Turbo 16 and Lancia Delta S4 with brute force alone: its 550 bhp 20-valve engine shrieking an unmistakably Wagnerian soundtrack.

The 2.1-litre turbocharged car would reach 60mph in just over three seconds. While its life in the WRC was short-lived, it went on to find a successful home on the Pikes Peak Hillclimb, winning the event with Bobby Unser in 1986 and Walter Rohrl in 1987.

**2 Ford Escort Mk2**

There is nothing quite like standing in a forest with a Ford Escort Mk2 heading through the gloom with its gorgeous BDG soundtrack. It is the stuff of rallying legend, and it is the rally car that simply refuses to die out.

While the Ford Escort Mk1 was introduced in 1967 and was an immediate hit on the stages, with Hannu Mikkola winning the 1970 London to Mexico World Cup Rally in an example of the rear-wheel-drive, front-engined car. That success gave

rise to a new moniker for the tuned versions of the Escort.

However, when the Mk2 arrived on the scene, it proved a huge hit with its grin-a-minute handling. The Pinto engine was used while the BDE was also employed but it was the 250bhp two-litre BDG that set the pulses racing.

Bjorn Waldergard won the World Rally Championship in 1979 in an RS1800 version and the car was a World beater again in 1981 when Ari Vatanen, co-driven by David Richards, claimed a famous crown.



**3 Lancia Delta S4**

It has twin camshafts. It was supercharged. It was also turbocharged. It was four-wheel drive. It weighed less than 900kgs. The Lancia Delta S4 was a rocket ship.

The successor to the 037 was the Italians' attempt to steal the World Rally Championship at the height of the Group B era. The specially designed, F1-inspired engine was created by Abarth for the spaceframed car, and was reported to push out 550bhp.

It proved an immediate hit and the charismatic Henri Toivonen left spectators in awe with a dominant display on the car's debut on the RAC Rally, when he easily led



home team-mate Markku Alen.

The car did prove to have a fragile chassis (which meant the team reverted to the older 037 for the rough and tough Safari Rally). But sadly, star man Toivonen never made it that far:

he was fatally injured while leading the third round of the contest in France in 1986. Alen was runner-up in the points chase but it was the swansong for Group B and for the glorious Martini-backed car.

**4 Peugeot 205 T16**

The initial work on the Peugeot 205 T16 began at sister firm Talbot's UK base but once the French firm had employed former co-driver Jean Todt to head up the new Peugeot Talbot Sport division, the project was moved to Paris.

Money was no object and the 'Turbo seize' went on to become the most successful of all the Group B machines. The 205, in its original and E2 versions, won 16 World Rally Championship rounds between 1984 and 1986. It also delivered drivers' titles for Timo Salonen in 1985 and another for fellow Finn Juha Kankkunen in 1986.

The 1775cc car weighed 890kg, and the turbocharged



engine used an anti-lag system first developed by Renault for use in Formula 1.

It made its debut on the Tour de Corse in May 1984, and its first victory came with Ari Vatanen on the 1000 Lakes Rally in late August. After Group B ended, the car went on to contest the Pikes Peak hillclimb and took Paris-Dakar wins in 1987 and 1988. It won six more Dakar crowns clad in both Peugeot and Citroen bodywork by 1996.



Photos: Motorsport Images, mcklein-imagedatabase.com

# FAVOURITE WORLD RALLY CHAMPIONSHIP MACHINE

**5 Lancia 037**

Lancia was keen to embrace the forthcoming Group B era and employed Abarth, Pininfarina and Dallara to help it create one of the best-looking rally machines seen up to that point. However, Lancia hadn't seen the four-wheel-drive writing on the wall and the two-litre car was rear-motivated only. It also suffered from the typical Italian malaise of not being bolted together solidly when it first appeared on the stages in 1982. The mid-mounted supercharged

engine finally enabled Lancia to hit its stride in 1983 and Walter Rohrl and Markku Alen helped the firm to claim the constructors' honours. While the Delta S4 was on the drawing board and Audi had changed the face of World Rally Championship technology, the 037 underwent an evolution for the 1984 campaign and it was beefed up to 2.1-litres among other improvements. It only prevailed on a single rally, the Tour de Corse, in early May, although Alen's consistency meant he finished third in the drivers' contest.



**6 Lancia Stratos**

A Bertone-designed wedge-shaped body and a Ferrari V6 engine made the Lancia Stratos a mouth-watering prospect when it was launched in 1971. The mid-engined Stratos was already a hit on the race tracks when it was homologated for World Rally competition for the 1974 season. The 2.4-litre pocket rocket took a hat-trick of World Championship for Manufacturers titles between 1974 and 1976, when its leading exponent Sandro Munari had no

drivers' title to battle for. When honours for individuals were introduced in 1977, Munari finally got the World championship he deserved although, ironically, Fiat won the constructors' battle in that season. While parent firm Fiat was concentrating on the 131 model, the Stratos was left to its own devices but still proved to be a potent weapon in the top-flight. Its last victory on the global stage came as late as 1981, when Bernard Darniche claimed top spot on the Tour de Corse by a colossal 16 minutes.



**7 MG Metro 6R4**

The rage in Group B was all about small hatchbacks, and the Austin Rover Group converted what was a truly mundane road car into its cutting-edge competition weapon and it employed the skills of the Williams Grand Prix Engineering team to help it. The three-litre V6 bark of the Metro pushed out well north of 400bhp. The programme was announced in 1985 and enough models were built in time for it to be homologated for the RAC Rally during that season. British hero Tony Pond took the four-wheel-drive beast to third place in the forests. The following season was going to be a front-line attack on the Monte Carlo Rally, the Tour de Corse, Rally Sweden and Rally Portugal, but poor reliability from the motor meant its drivers rarely saw the finish ramp. When Group B was outlawed, the momentum went out of the project. The car found a new home in rallyingcross and Will Gollop raced his twin-turbo version to FIA European Rallycross glory in 1992.



**8 Opel Manta 400**

Much like the Lancia 037, the Group B version of the Opel Manta was staring down the barrel of the incoming four-wheel-drive revolution with its rear-motivation. However, it put up some valiant performances and a well-driven Manta – famous in the UK for the exploits of

Russell Brookes – is a sight to behold. The naturally aspirated 2.4-litre car was fitted with a Cosworth-derived engine taken straight from its predecessor, the Ascona. It was already breathless against the mid-engined competition from Lancia and Peugeot, but it was good enough to help Jimmy McRae to a podium on the RAC Rally in

1983 – although he finished fully 20 minutes behind winner Stig Blomqvist in his Audi Quattro. While its World Rally Championship glories were slim pickings, the Manta became a favourite on national events. It claimed two British Open Rally Championship titles with McRae in 1984 and Brookes in 1985.

**9 Subaru Impreza WRC97**

The new World Rally Car class was introduced into the World Rally Championship in 1997 and Subaru was at the leading edge of the curve with its Prodrive-produced machines. The Japanese make had introduced the Impreza model, the successor to the Legacy, in 1994 with Carlos Sainz taking its maiden win and a further two were added by his up-and-coming team-mate Colin McRae during its first full-season campaign. The new WRC97 version was McRae's weapon as he aimed to add a second World title to his 1995 success, and he came oh-so close. The Flying



Scotsman won five rallies – including the last three on the bounce – to finish just a single point behind Tommi Makinen's Mitsubishi Lancer. The two-litre turbocharged WRC97 did, however, win

the constructors' crown. An evolution for 1998 brought unreliability to the previously bomb-proof Impreza. McRae finished third in the standings: a megabucks move to Ford then seeing Richard Burns take over.

**10 VW Polo R WRC**

The news that Volkswagen was returning to the World Rally Championship for the first time in nearly 25 years caused a huge stir in 2013. It had been almost two years in the making before the German giant first rolled its Polo R onto the start ramp in Monte Carlo. A huge development programme took place in the build up to its debut as engineers sought to perfect the 1.6-litre turbocharged hatchback. It even ran a team of S2000-spec Skoda Fabias in the 2012 season to make sure the crew was match fit ahead of its official entry into the WRC. First time out, the Polo was beaten by Sebastien Loeb and



Citroen in the south of France, but that was just a blip. Lead VW driver Sebastien Ogier won the next three events on the bounce and went on to add six more. The VW would go on to bestride the WRC for the next

three seasons and, when the German make pulled out and the engines were switched off at the end of 2016, it had won a 43 of the 53 events that it had entered and made Ogier a four-time World champion.



## FEATURE

# ENDURO MOTORSPORT: BRITISH GT'S ZERO TO HERO

The fledgling outfit started its debut season spinning out on the warm-up lap and ended it as a winner, **Graham Keilloh** looks at how it happened and what's next



Enduro in 2021 went from a stumbling start to a race win



Champion Clutton is the Pro driver and a new team manager

**"I'm not going to rule out the title this year"**

Marcus Clutton



Tillbrook: endurance enthusiast

**Y**ou would have been forgiven for dismissing it as fodder. As all bubbled with anticipation when 26 British GT cars circulated on the warm-up lap before last year's season-opening Brands Hatch race, an orange McLaren 720S GT3 suddenly appeared stranded out on the track's GP loop.

Amateur driver Morgan Tillbrook had been caught out even before his and his team's British GT debut, spinning and bouncing off a Westfield barrier. The car he shared with Marcus Clutton went no further.

But it showed the folly of making your mind up hastily. Tillbrook and Clutton's Enduro Motorsport McLaren quickly became a genuine British GT frontrunner, challenging for podiums. Come the season-ending Donington Park round it was a race winner. A convincing one, too.

And this outcome was, for a few reasons, even less likely than the Brands anecdote suggests. Enduro had only been founded by businessman and endurance racing enthusiast Tillbrook the year before. And with much more modest ambitions than reaching British GT's overall top step.

"Three years ago Morgan started racing in Fun Cup and I didn't even know who Morgan was," 33-year-old British GT and Radical champion Clutton tells Motorsport News. "I'd done Fun Cup on and off for 10 years and then he [Tillbrook] set up his own team within Fun Cup, Enduro Motorsport, and then in 2020 they asked me for tuition."

This however was shortly before

Covid's arrival, and when lockdown hit things went quiet. But Tillbrook and Clutton linked up again late in 2020, and their project just kept on growing.

"He wanted to do some GT stuff and I talked him into buying a Mercedes GT4," Clutton continues, "and then over that winter we had lots of discussions, lots of options, lots of ideas and he said 'well why don't we team up together, let's run Enduro as a joint thing?'"

Team management was on Clutton's radar but, he thought, not until later in his career. "[I thought] when I'm too slow, I'm not quick enough anymore, that would be my time to say right now's the time to set up a team."

"So I would say running a team would be later on in life but there was an opportunity in front of me and I didn't want to turn it down, and it's such a great opportunity to bring on a team together with my amateur driver."

The project didn't stop there. "The step to GT3 was always inevitable, that's where we wanted to be," Clutton explains.

Having explored the possibility of sticking with Mercedes for their GT3 switch, they took the opportunity to purchase a GT3 McLaren from Balfe Motorsport. "Being a carbon tub the safety aspect came into it," Clutton outlines, "being British, Brexit etc, came into it, and also it's a good car, still not necessarily won lots of things so it's always going to get its opportunity within the BoP [Balance of Performance]."

Even then however a full-time British GT entry wasn't the intention. "[We were] only going to possibly do Silverstone [this year], the three hour, but it was inevitable once Morgan got a taste for it, that's the

part where it becomes like a drug, and off we went and entered British GT.

"It's an ex-development car, it's chassis number two and the old girl's never let us down currently, so touch wood she just keeps going round and round and at a good pace." Crucially the 720S is suitable for the amateur driver too.

As outlined at the outset though, the Enduro McLaren's race debut at Brands was inauspicious (also see sidebar). Yet even within that Kent weekend its potency was on show.

"We were all surprised at what pace we had under us," Clutton recalls, "I was new to the car, Morgan was new to the car, our engineer was new to the car, so straight out the box we had strong pace and I don't think we were quite ready for that."

"I went to Brands Hatch saying if we can be in the top 10 pace wise I'll be happy, and Morgan qualified eighth and I qualified second [in our respective aggregate sessions] and it was like wow we've really got something underneath us here."

At Silverstone's second round there was more woe, and this time from Clutton's error as he misjudged a pass on Jonny Adam's Aston Martin, and had to pull out with the damage.

"Silverstone was a big learning curve and I thought there was a gap but, there might have been in club level but in British GT that wasn't a big enough gap and I paid the price for that," Clutton says.

Come the next round though, at Donington, "we knew we had a car and a package with potential", in Clutton's words, as they qualified fifth and finished fourth.

But more frustration awaited at Snetterton's double header next up, as the car headed for a third-place finish fell foul



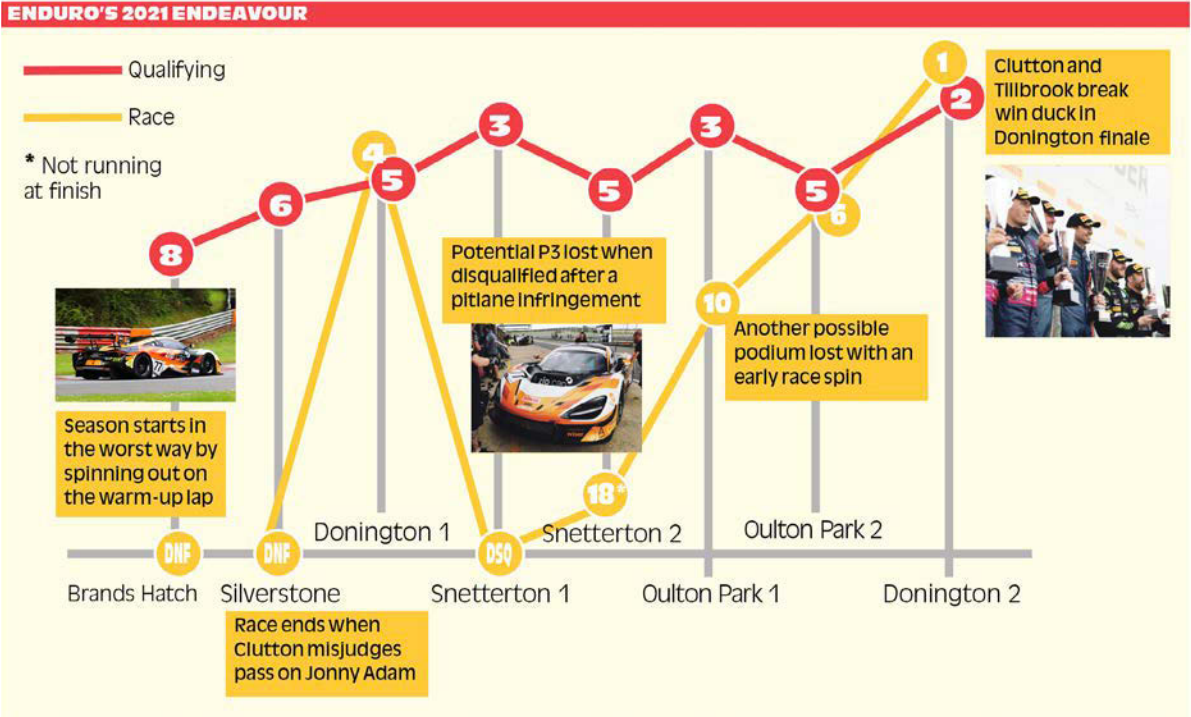


Enduro has brand-new McLaren for 2022 charge



Photos: Jakob Ebrey

Clutton enjoys the part of his role developing Tillbrook's driving



Enduro's progress during its British GT debut campaign was clear in its qualifying and race results



Enduro: Barwell with McLarens?

of a pitstop infringement, eventually getting disqualified when it didn't serve the drivethrough penalty. Then on lap one of wet race two the McLaren was tipped into a spin, though Clutton admits its wet pace was lacking.

Another possible podium finish was lost at Oulton Park with a spin. Then came the Donington finale, where Enduro trounced all of British GT's prestigious names to win.

"That's when we really started to show our potential for this season," Clutton says, "again, great qualifying from Morgan and myself put us on the front row and a great stint from Morgan in horrible conditions at Donington in the rain and he kept it on track, brought it in P3 with a fighting chance of doing something more than that and we did. We didn't see that happening but it did happen."

"Off the back of that I'd like to think this year we can be consistently contending for podiums and the odd win here and there."

And the title? "Do you know what I'm not going to rule it out, we do have a chance to have a go at it. We had a hard



The new Enduro team had to learn quickly in tough British GT

learning year and we're doing our homework as we speak, so there is an option to try and challenge.

"But you've really got to get it right in British GT. Just winning one round isn't going to win you a championship, you've got to try and be in the top five in most of the races, no mistakes and be consistent with it, stay out of trouble."

"Providing our homework is going in the right direction this winter we'll be right back up there at Oulton Park at Round 1, it's certainly a circuit that was relatively strong for me and Morgan."

And how has Clutton found his premature switch to team management? "I'm not the sort of person to be sat at a laptop and doing paperwork etc, I'm hands on so I'd rather be on the spanners," he admits.

"But at the moment because I only have to look after one customer effectively which is Morgan my workload isn't huge. There's not been huge surprises. I've been very lucky to have the staff around me that I've got and most of them have been built

up with contacts [from] driving for other race teams over the years. I don't have to worry about what's going on when I'm driving the car.

"As a team we all have British GT pedigree in us but we had to bond as a team and learn each other. And again at British GT you have to learn about it quickly, you haven't got time to waste. Before you know it, they eat you alive there don't they?"

It's also well known that in Pro-Am racing such as British GT the Am driver makes the difference, and Clutton is relishing Tillbrook's development.

"That's been as rewarding if not more than being together and stuff," Clutton enthuses. "At the earlier stage in the season [he was] just breaking into the top 10, by the end of the season he's qualifying on the front two rows at every round. I love seeing somebody else doing well out of what I put across, he's getting more and more from the car so that's really rewarding."

"It's trying to give him a better understanding of what's underneath him, what the car's capable of, and that's not

**Spinner to winner - Enduro's faltering start**

"That was bad," Marcus Clutton tells Motorsport News of when Enduro Motorsport's British GT race debut in early 2021 was over before it started, as co-driver Morgan Tillbrook spun out on Brands Hatch's warm-up lap.

"And it was one that none of us were expecting or was ready for. We'd been doing our testing, everything was going well, we had a good car underneath us right from the off."

"Looking back at the onboard footage there's a Tarmac change and that particular Tarmac was still a bit damp. We take Morgan for granted because he's got great ability, we forget that he is very green to the sport and he went onto the damp patch and it caught him out."

"It was embarrassing but he got up and dusted himself off and off we went to the next one and potentially there's bits of that which



Tillbrook: Brands botch

made him a better person. It happens to the best of us as well.

"It could have been very easy to bin off British GT there and then and say it's too soon, but it wasn't too soon, it was just a small mistake. So [we made] sure his head was OK and telling him that you've made a small error, it happens. You could have just had a little spin and carried on going, unfortunately he hit the barrier."



Enduro beat all of British GT's famous names in Donington's finale

just a case of me going around doing a lap time and saying 'right copy that', we've gone deeper into it."

And in keeping with Enduro's ever-growing horizons, its ambitions aren't restricted to running one car for Tillbrook and Clutton in British GT.

"We see Morgan's career as minimum of a 10-year programme, potentially we want to see ourselves at Le Mans," Clutton says. "Certainly we'd love to go there with McLaren in the next five years and one day we might end up doing it in an LMP car. That's a very very long way away but you never know."

"The team is based in North Wales now near my house. It's full-time operation, we've got two McLaren GT3 cars now and current ambitions are to become more of a McLaren-based team, and run customers. Certainly by the end of this year we want to be in talks with potential customers for 2023."

"I do think it still has some benefits that I'm there or thereabouts on the money with the frontrunning lads [on

driving pace] and that can attract customers; the tuition side of things certainly attracts customers."

Tillbrook and Clutton will race that newly acquired, and brand-new, McLaren GT3 in British GT this year, with the 'old' car doing GT Cup plus providing spares. For next year Enduro will look to attract customers for it, as well as potentially for a couple of new-model GT4 McLarens.

So the ambition is for Enduro in time to be like British GT's Lamborghini powerhouse Barwell, except with McLarens?

"That's certainly where we want to go," Clutton concludes. "We're enjoying the McLaren, they've been really really good with us, and vice versa I think they see us as a good potential for the brand within British GT. We would like to be a McLaren customer team. Obviously it doesn't mean drivers are just going to flock from anywhere, we're going to have to do some work and prove that we're worth running with so that comes down to me and Morgan this year."



# WRC REPORT: RALLY SWEDEN



Young Finn Rovanpera showed maturity in Sweden



Halttunen and Rovanpera (right)

RESULTS				
World Rally Championship round 2/13				
Event: Rally Sweden Where: Umea When: February 24-27				
POS	DRIVER/CO-DRIVER	CAR	TIME	
1	Kalle Rovanperä/Jonne Halttunen	Toyota GR Yaris Rally1	2h10m44.9s	
2	Thierry Neuville/Martijn Wydaeghe	Hyundai i20 N Rally1	+22.0s	
3	Esapekka Lappi/Janne Ferm	Toyota GR Yaris Rally1	+30.6s	
4	Takamoto Katsuta/Aaron Johnston	Toyota GR Yaris Rally1	+2m19.4s	
5	Gus Greensmith/Jonas Andersson	Ford Puma Rally1	+3m20.4s	
6	Oliver Solberg/Elliott Edmondson	Hyundai i20 N Rally1	+5m39.4s	
7	Andreas Mikkelsen/Torstein Eriksen	Skoda Fabia Rally2 Evo	+7m11.1s	
8	Ole Christian Veiby/Stig Rune Skjærmoen	Volkswagen Polo GTI R5	+7m34.3s	
9	Jari Huttunen/Mikko Lukka	Ford Fiesta Rally2	+8m14.2s	
10	Egon Kaur/Silver Simm	Volkswagen Polo GTI R5	+8m24.8s	

WRC2: Mikkelsen/Eriksen; JWRC: Jon Armstrong/Brian Hoy (Ford Fiesta Rally3). Championship positions: 1 Rovanperä 46; 2 Neuville 32; 3 Sebastien Loeb 27; 4 Greensmith 20; 5 Sebastien Ogier 19; 6 Katsuta 18; etc. Next rally: Croatia Rally, April 21-24



There were a catalogue of problems that thwarted Elfyn Evans's bid

**E**lfyn Evans could have been a World champion twice over by now had it not been for Sebastien Ogier denying him on the season finale for the last two years.

With Ogier going part time for 2022, Evans had been ranked as the driver mostly likely to rise to the top of the pile and continue the sequence of Toyota-powered title winners for a third season.

Instead, Welshman Evans has another team-mate hard at work on stifling his championship ambitions in the shape of Kalle Rovanperä.

The youngest driver to win a WRC event – a feat he achieved in Estonia last summer – Rovanperä is 14 points ahead in the title chase after he claimed career victory number three in Umea, in Sweden’s freezing northeast, on Sunday.

With a student population of some 32,000, Umea is proud of its youthfulness and 21-year-old Rovanperä will have struck a chord with the city’s population following another startling performance

that again belied his relative inexperience.

But he struck a chord with people of all ages after he spoke up in support of Ukraine shortly after winning round two of the season alongside co-driver Jonne Halttunen.

“I didn’t feel like celebrating too much,” Rovanperä said after wrapping up his first Rally Sweden victory with the second fastest time on the Powerstage. “It has been a really difficult weekend for the people in Ukraine and I really hope they have the strength and hope in these difficult times.”

Rovanperä was four months old when his father Harri won Rally Sweden in 2001, but the younger Rovanperä’s victory could be far more significant having come so early in his career.

“He was happy,” Kalle replied when asked what Harri said to him after he took his latest step towards greatness. “He was watching almost all the stages, always really nervous but also enjoying the fight and the good result.”

Although the fight was particularly apparent on Friday when the lead changed four times, Rovanperä was never headed

after he moved in front on Saturday morning, despite Evans having other ideas when he topped the order on SS12.

That performance cut Rovanperä’s advantage to 1.2 seconds but hopes of a first win of 2022 for Evans faded on SS14 before being all but extinguished on Saturday’s closing test.

Evans crashed his Toyota into a snowbank lining the stage’s final right-hander, albeit after he’d cut the timing beam with the second-best run. Unable to reverse, Evans and co-driver Scott Martin were forced to take an adjacent road to reach the stop control, a move deemed to have broken the rules. It resulted in a 10-second time penalty, plus an 18.3s lead for Rovanperä with four stages remaining on Sunday.

Rovanperä completed those 22.0s ahead of Thierry Neuville after the Hyundai driver moved into second when Evans crashed into another snowbank on the first stage of the final day as he pushed hard to keep the advancing Belgian at bay.

This time the damage was significant and, despite attempts to make repairs – including to a damaged radiator – “issues

with the hybrid system on the factory Yaris resulted in a DNF.

“Everything was going OK in the first stage but on a long left-hander I lost the rear and wasn’t able to catch it, so we had quite a high-speed spin,” said Evans, who has sunk 42 points behind Rovanperä after two rounds.

While Evans has hit trouble on consecutive rallies – he crashed out of the lead fight on the Monte – Rovanperä recovered from a tricky start on round one to finish fourth before taking a far from straightforward victory in Sweden.

One of five drivers to lead on the country’s ice and snow, Rovanperä was expected to lose more ground by opening the road on day one, particularly in the ruts that had formed by the time the stages were repeated in the afternoon.

However, he made it through Friday’s leg just 4.3s behind overnight leader Neuville, which gave him the perfect opportunity to pounce on Saturday, which he completed with three stage wins to add to the two he scored on Friday.

“Starting first on Friday was a bit



Solberg Junior starred for Hyundai





Thierry Neuville was right on the pace at the start of Rally Sweden but couldn't halt the flying Roanperera



M-Sport Ford Puma driver Gus Greensmith put in an impressive performance to land a fifth-place finish

After its Monte horror show, the Hyundai team rebounded strongly in Sweden as the Alzenau squad's new bosses continue in their mission to rectify previous shortcomings.

Neuville led after day one thanks, in part, to his superior tyre (and stud) preservation skills during Friday afternoon. Team-mate Ott Tanak was also quick, setting the pace on the Powerstage after going fastest on SS1 before being hobbled by a hybrid glitch, while the team's third entry of Oliver Solberg completed the top six.

The young Swede admitted to making a few mistakes, which included a costly overshoot on Friday, after he had held second spot after four strong stage performances earlier in the day. However, while the throttle problem that struck his i20 N Rally1 on Saturday wasn't of his making, its impact was significant nevertheless.

Esapekka Lappi, who has rejoined Toyota for 2022 in a car-sharing arrangement with Ogier, was stronger still on Friday on his return to the sport's top level and

his first start of the Rally1 hybrid era.

The Finn went quickest on SS2 but admitted his time out of the car had hurt him – as did a stall at the start of SS3.

"It's been amazing to be on the pace from the first stage, I was a bit surprised to be honest and I was more surprised I could stay on the pace more or less the whole weekend," Lappi said.

"The [top two] guys stepped up a bit yesterday and today and I couldn't do that."

His eventual third place was fitting reward for a driver who will only get better as the season progresses.

Toyota development driver Takamoto Katsuta placed fourth in his Yaris for Irish co-driver Aaron Johnston's best WRC performance so far after the Japanese recovered from time lost in a snowbank on Friday.

Gus Greensmith was the best of the M-Sport Ford Puma trio in fifth following a frustrating opening day for the Manchester driver who was hampered by gearbox and hybrid issues having also been slowed by a snowbank visit and an overshoot.

Craig Breen arrived in Sweden on the back of his Monte podium for the Cumbria squad but left with a solitary point from the Powerstage to show for his efforts at the end of a troubled rally.

The Irishman twice got stuck in snowbanks on Friday's second stage to the extent he would retire for the day. Saturday offered hope of salvation when Breen scored his first WRC stage win as an M-Sport driver with the fastest time on SS11.

Rather than being able to make further progress, an electrical fault would lead to another truncated leg after attempts to fix the issue took too long in the time available.

Under M-Sport orders to finish after hurling his new Puma down a 75-foot cliff on the Monte, Adrien Fourmaux was on course to make it through the full route when an engine fault developed on Saturday's last stage. Repairs in service appeared to fix the problem but the issue returned en route to Sunday's first stage and ended all hopes the Frenchman had of making it to the finish and building on his limited experience.

Photos: Red Bull Content Pool, mcklein-imagedatabase.com

## ARMSTRONG GETS TO GRIPS WITH ICE FOR EPIC VICTORY

Jon Armstrong came out on top to make history as the first winner of a Junior WRC round in a four-wheel-drive car, following the one-make category's switch to M-Sport Poland's Ford Fiesta Rally3 for 2022.

But it was close with 2.7 seconds separating the Northern Irishman and Finn Lauri Joona at the finish after they were 0.3s apart at one stage.

Although Armstrong had competition experience in the Fiesta Rally3 to call on, his time on snow and ice was lacking, meaning the absence of a test beforehand was hardly ideal (see Rally News).

However, he was quickest on shakedown and completed Friday 7.7s off Joona's lead to underline his threat.

And it would get better for Armstrong on Saturday after he reached the overnight halt in Umea 3.5s in front after the lead had changed hands three times.

But his advantage wasn't to last with Joona moving back ahead by 0.5s after he won Sunday's opener.

Armstrong then retaliated on the next run by going 1.0s faster to lead by 0.5s prior to the penultimate stage, which he won.

Joona went quicker than Armstrong on the final test but he would ultimately settle for second ahead of Motorsport Ireland Rally Academy's William Creighton.

Defending champion Sami Pajari took the class lead on the second stage only to stop with a fuel pump glitch on the very next test. He restarted on Saturday, won five stages but was forced to settle for fifth behind Kenyan newcomer McRae Kimathi.

With snow and ice alien to the East African, his cautious approach was worthy of praise, as was the courage he showed when he became the victim of appalling racist abuse in the build-up to the event.

Robert Virves won the opening stage of the event but crashed on the very next test. He finished as the last of the six starters.



Jon Armstrong conquered the revamped Junior WRC class

## MIKKELSEN FLIES TO WRC2

Defending WRC2 champion Andreas Mikkelsen vowed to win every rally he started in 2021 but fell short at his second attempt.

Things are going better so far in 2022, with Mikkelsen's winning run extending to two events in his Toksport Skoda Fabia after he added class victory in Sweden to his category triumph on the Monte Carlo Rally in January. But it could have been a different story had his fellow Norwegian Ole Christian Veiby not stalled his Kristoffersson Motorsport Volkswagen Polo at the start of Friday's closing stage.

Back on WRC2 duty after serving a lengthy ban for breaching Covid-19

rules on Rally Portugal last May, Veiby was 14.8 seconds in front at the time but the moment let in Mikkelsen by 4.1s. Veiby was back ahead after SS10 but his elevation in status was fleeting and Mikkelsen retook the lead on the next stage, reaching the overnight halt on Saturday ahead by 10.9s.

But Veiby wasn't done and hit the ground running on Sunday morning with back-to-back stage wins narrowing Mikkelsen's margin to 4.8s. However, a spin on SS18 would prove costly for Veiby – whose father Erik once bankrolled Mikkelsen's career – with the pair 23.2s apart at the finish.



Andreas Mikkelsen won, but Ole Christian Veiby pushed him



## FEATURE

# RICHARD DEAN

## FROM THE COCKPIT TO SUCCESS ON THE PITWALL

*The United Autosports co-founder looks back at an highly unconventional journey through motorsport and into team ownership. By **Matt James***



Eyes on the prize: Richard Dean is team supremo

**T**he competitive instinct is what has driven all of Richard Dean's life. The racer-turned-team boss admits as much.

From his tentative steps up the single-seater path – which took him from Formula Ford 1600 in 1985 to Formula 3000 and an international foray in Japan – Dean's career path seemed set to follow many of his adversaries who had dropped off the motorsport radar after a valiant but under-funded attempt to scale its heights.

But he grabbed his chances behind the scenes to take over the already successful Team JLR junior single-seater squad and quickly rose to become team owner, while all the time taking any race opportunities that came his way.

Aliaison with Lawrence Tomlinson took him to the top step in class at Le Mans in 2006 and he was instrumental in much of the success that Tomlinson's Ginetta Cars firm enjoys today. But the competitive itch needed scratching after so long looking after other people's racing ambitions.

Along with American Zak Brown, now team principal at McLaren F1, Dean and his friend created United Autosports in 2010. The initial plan was to have some fun for both of the founders, but United Autosports is now a sportscar powerhouse with multiple titles to its name. The bandwagon keeps on rolling and, so long as Dean keeps masterminding ways of earning silverware, his competitive urges remain sated.

He kindly took time out of his schedule to tackle the Motorsport News readers' questions, and his answers are fascinating.

**Question: Where did the motorsport passion come from?**

**Jack Crowther**

**Via email**

**MN:** Your dad, Tony Dean, was a highly successful driver in his own right in Formula 5000, Can-Am and non-championship Formula 1 races, wasn't he?

**Richard Dean:** "I was just very lucky that my dad was into racing because otherwise I probably would not have got involved. My earliest memories are of always being at a race track. We would head off to Croft and Rufforth and places like that.

"I wasn't particularly old enough to be interested in the racing at that point: I was just doing what kids do when they are let off the parental guidance leash at that age. I was just running around everywhere and we had one of those old traditional converted coaches to haul the car around in and we would sleep in that. It was a proper adventure.

"I was fortunate that, because dad was into it, he gave me that initial step into karting. I had a kart from the age of about



Photos: Motorsport Images, Jakob Ebrey



Baby steps: Dean with Jim Lee Racing in 1985

10, but at that point you couldn't race them until you were 12. I went through all the same karting classes as drivers who would go on to have a good career: people like Johnny Herbert and Derek Higgins."

**MN:** When you started karting, was it just a hobby or did you know it was something you wanted to do passionately?

**RD:** "Honestly I was just a kid having fun. Dad wanted to take me karting, and that was fantastic, but I was having as much fun playing football. I was playing for my local team and I loved it."

"Then I got increasingly into my karting and I started to get competitive. There is something at that age which clicks when you start to get a kick from it. I was beginning to do well – it was not so much about winning races, it was about achieving my personal goals. You set a target, you get there, then you move the goalposts again and keep moving forward. Then you get on a podium and you get a trophy, and you realise that it is a feeling you want more of."

"I had a choice to make: it was either playing football on a weekend or it was karting, because I couldn't do both."

**"I wasn't keen on Formula Ford 1600 when I tried it"**

**Richard Dean**

And karting became the obsession."

**MN:** What position did you play in football?

**RD:** "I was in the 'running-around-chasing-the-ball' position! I still love my football and I have had a season ticket for Leeds United from a similar age to when I was karting. But karting soon became the biggest thing in my life. That's when it starts to get in the way of everything like school and relationships..."

"All my mates were talking about parties that they were going to. On a Friday night I would remember setting off to go karting for the weekend and seeing all my mates queuing up at a bus stop ready for a night out on the town. At that point, you have a decision to make, but there was never any doubt in my mind."

**Question:** You were very loyal to Jim Lee Racing when you stepped into Formula Ford 1600 in 1985. How did that relationship come about?

**Steven Nye**  
**Via email**  
**RD:** "I first had a try in a Formula Ford 1600 car in 1984 at Oulton Park on a test day in a Van Diemen RF83. I didn't particularly like it."

"I was used to karting every weekend and the karts were so quick and they are so responsive through the steering but once you get into a Formula Ford car, it was like driving a road car. It was slow and lazy, and it doesn't feel like much fun particularly."

"But, again, you have to make a decision. If you are going to make a career from motorsport, it is pretty difficult to imagine being a fully paid works kart driver, particularly when all you are watching on a Sunday night was grands prix. I was reading Motoring News and Autosport so I was fully aware of the

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Dean's father Tony was prolific racer in the 1960s and 1970s and took multiple sportscar wins



FEATURE



British F3000 was a happy hunting ground for Dean

landscape and knew I had to progress. My local newsagents didn't stock Motoring News and so I remember cycling 12 miles to the nearest one that did just to pick up a copy. Then I would cycle 12 miles again on Thursday to buy Autosport.

"I ended up in car racing a bit by chance, really. My dad was quite happy to help me get into karting but he then moved to America. I was still in karts, but dad was a car dealer – he wasn't just a standard car dealer, he would deal in anything and he was pretty brave in some of the things he took on – and he happened to take a Van Diemen Formula Ford car in exchange for one of the deals he was doing over here in the UK.

"Because he was in the States, he tasked me with going to pick up this car and asked me if I could see about selling it. He told me he would give me £50 if I could get shot of it. I picked it up and knew I could earn more than my dad's offer of £50! And I also managed to convince myself that if I won it in, then it would definitely be worth more to a potential buyer. I decided to do a race in it.

"We only had a normal single-car garage at home which my mum's car was in, so she didn't want me to boot that out. I needed somewhere to keep it and I had heard of a local team which had a workshop, Jim Lee Racing.

"I drove over there to introduce myself and I did a deal with him to rent a little corner of the workshop for the Van Diemen. I was able to go there after work and spanner it in the evenings.

"That was just a standard deal, but over time it became clear to Jim that I didn't have enough money to run the car because I didn't even have enough to keep coming up with the rent each month... but instead of hoofing me out on the street, he started to help me out.

"It wasn't long before I had a rent-free workshop and a couple of his guys were helping me prepare the car in the evenings. Then he would put it in his transporter, and he would put fuel in it for me and pay my entry fee.

"That first season I raced in 1985, I got through because of the help Jim had given me, and that of his son Rob. It is easy to forget those things, but they mean so much at that stage of any career."

**MN:** But there was a certain amount of loyalty there. Although you later drove for the Swift factory team in Formula Ford 1600, you were with Jim Lee Racing when you made it to Formula 3 Class B in 1989...

**RD:** "I would like to say that some of that was a blind loyalty, and I wanted to stay with Jim if I could make it happen. You are always comfortable with who you

know, but the honest truth is that it was a budget thing.

"If I wanted to do Formula 3, there was only one place that was going to happen and that was with Jim Lee, thanks to his support. I couldn't afford a West Surrey Racing deal or any of the big teams. Don't get me wrong, I tried, but they quickly realised that I didn't have the money, so I wasn't particularly attractive to them. Jim's was the only deal I could really put together.

"I was quite happy with that because I genuinely thought we had a good shot at it. We started the season really well. It was a close-run thing between opting for a Ralt or a Reynard chassis, but we had a Reynard. We had the VW Spiess engine, and for pre-season testing we were super-quick and I was really excited for the season ahead.

"But it quickly became clear that the VW was tricky and we didn't have the budget required for the motor. It was almost tuned by the day – or even by the hour – to suit the atmospheric conditions of the moment. They would run really close to their tolerance.

"We had an engine let go quite early on, and then you start getting into asking Spiess if they could repair it and we had to try and do a deal on staged payments because we didn't have the funds. They

twigged that we didn't have the budget and they gave us a very 'safe' engine from then on that never quite had the pace as before."

**Question:** You did some British F3000 races and some International Formula 3000 outings. How close were you to a grand prix drive?

**Jason Inglis**  
Via email

**RD:** "I genuinely would love to have said I thought I was right on the edge of Formula 1 and talks were happening, but even at the time I never felt I was part of that conversation even. When I was doing International F3000, some people would remind me that there was only one more step to go to make it to be a grand prix driver. That wasn't lost on me, but I never felt that step was within reach, but they didn't know the real truth of the position I was in.

"My focus was more about staying afloat as a racing driver and just getting from season to season. I was so deep in with two feet way over my head financially to even start to think about Formula 1. It was just totally unrealistic to even consider it.

"I was constantly trying to raise the cash to keep up to the obligations of the money I had already spent in my

motor racing career up to that point.

"I had built up some really good connections though. Through [Swift FF1600 boss] Frank Bradley, I had really good contacts with Texaco and they took a liking to me. I also met somebody from Panasonic by pure chance. They were sponsoring David Brabham [for British F3] at the time and had signed a deal with him, but he then did an about turn and signed for Bowman Racing with a Jewson deal, and Jewson wouldn't accept any other sponsors on the car. I happened to meet them at the right time and I picked up that deal too. And I also kept going through some random awards that I picked up: there was one from Bardahl Oils in Formula Ford which was worth £15,000. Racing for Britain chipped in, and I had my own personal backers.

"When I stepped up to F3000 in 1990 with Cobra Motorsport, I leant heavily on team boss Colin Bennett, who ended up helping out. People like Colin, Frank Bradley and Jim Lee – without those, so many drivers just wouldn't have been able to continue racing, it wasn't just me. You realise when you reflect that people like that are in the sport for all the right reasons. They are trying to survive themselves financially, but they want to race, they want to win, and they want to help people."

"I never felt like I was on the cusp of a grand prix drive"

Richard Dean



Sharing the F3000 podium with Paul Warwick (c) and Dave Coyne (r)



Dean was a driver coach to Dan Wheldon in Formula Vauxhall Jr





Dean's Team JLR won British Formula Ford with Tom Kimber-Smith in 2003

**Question:** *How did the chance come about to race in Japan in Formula 3 in 1993 [Dean finished sixth in the points]?*  
**Robert Smith**

**Via email**  
**RD:** “British F3000 [Dean had raced in the series in 1990 and 1991] was on the wane and I needed to get back into International F3000. Budgets were touching £800,000 and I was nowhere near that – I was still paying off debts from previous seasons.

“The 1992 season was looking really difficult. It got to around March and there was nothing; I had raced every year since Formula Ford and it was suddenly looking blank. I had always managed to work my way into a deal before that, and I was running out of options.

“I looked around for who could help. I had been racing a Reynard on and off for a few years in F3000 and I had met its commercial boss Rick Gorne, who was clearly a deal maker. I picked up the phone to him for advice and then went to see him.

“I told him my situation and I had £50,000 of sponsorship. While that seems like a lot of money, it was going to get me nowhere in motor racing. He was trying to do a deal to get [leading British F3 team] Paul Stewart Racing to switch to a Reynard and he was trying to get Kelvin Burt into the race seat, but they were just a few quid short. We did a deal where my sponsorship would go towards the Kelvin Burt-Paul Stewart Racing alliance to help Reynard and, when that had happened, Rick Gorne would put my name forward for the factory Reynard F3 drive in Japan with the Team Le Mans.

“The PSR deal was done but there was no guarantee of this seat in Japan. I had to fly out there and do an ‘audition’ test alongside a few other drivers. I did OK and got the seat. I didn’t come back for three years. I went from bringing money to race in Europe to being paid over there – but the cash I was earning out in Japan had to come back to the UK to pay off the

debts from what I had already spent. That’s why I stayed for so long. . . .”

**Question:** *It was quite a leap from racing to then running Team JLR [Dean took on a role as team manager in 1995 and eventually took over the entire team]?*  
**Did you enjoy it more than driving?**

**Emma Facey**  
**Via email**

**RD:** “I came back from Japan at the end of 1994 but I was going to return because I had a deal to do the Japanese Touring Car Championship in a BMW. By that stage I had a little girl, and her mum didn’t want her to go back to Japan to go to school. I was faced with the fact I would have to go back to Japan on my own or stay in the UK.

“At the same time, I was doing a bit of driver coaching for Jim Lee with his Formula Vauxhall Junior team working with drivers like Justin Wilson and Dan Wheldon, but Jim sadly got diagnosed with cancer. His son Rob was with JLR but was very much focused on the engineering business side of it, which was doing really well. So, I went from being the coach to becoming the team manager very quickly.

“I went back to all the supporters who had helped me in my racing career and they pretty much all came with me on the journey and when Jim died, I purchased the team.”

**MN:** Did that open your eyes that team management and ownership could be a new thing for you, then? Or were you still hankering after a driving career?

**RD:** “Well I still haven’t officially retired from race driving! I still hanker after racing even now. It doesn’t leave you.

“But I did take easily to the role with Team JLR. Some of it is necessity: I had a kid, I had to earn a living and I had a mortgage to pay. Earning a living in motor racing is no bad thing – I would have preferred for it to be as a professional racing driver, but sometimes it is not your choice.

“Sometimes I look back and realise that I switched my focus to team roles when I was quite young and I look at drivers who I’ve raced against who are still making a living behind the wheel. They’ve done it for 20 years more than me, and I wonder if I did stop too early.

“Equally, though, it is very hard to do both [race and run a team]. I don’t regret throwing myself into team management. It was tough in those early years trying to survive in Formula Vauxhall Junior and Formula Ford. When you are a driver, you always think that the team owner is in a great place and they are secure. But when you become a team owner, you realise that you are relying on the income from drivers like I was when I started out, and I didn’t have the money. . . it was precarious.

“If I hadn’t done all those years with JLR in the junior single-seater championships, the I don’t think we would be doing as well as we are with United Autosports now.”

**Question:** *You were always very vocal about wanting to get into the British Touring Car Championship and you raced a Rover Turbo to title success in 1996. How come the BTCC never happened?*

**Gary Whiting**  
**Via email**

**RD:** “The British Touring Car Championship was a huge series at the time. Our junior single-seater team was running in the BTCC support races and so I was there in the paddock seeing the hype and the profile it had. I was talking to the drivers I knew who were in it, and they were doing very well financially out of it. I thought I was probably still able to secure a deal to do it if I could get myself in the right position.

“But, trying to get yourself a touring car deal having done Formula 3 in Japan, it is not a straightforward process. I wasn’t an obvious choice. I felt I needed to prove myself in a front-wheel-drive saloon so I

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Feel the noise; taking the Panoz Esperante to a Le Mans win in 2006



Dean formed a partnership with Ginetta boss Lawrence Tomlinson (r)



FEATURE



First steps: Tackling British GT with United Autosports in 2010



Dean returned to his roots at the Walter Hayes Trophy back in 2010



United Autosports won the LMP2 division at Le Mans in the 2020 race

chose to go and do the Rovers. It was well supported, it had full grids and it was competitive. The Rover Turbo championship was as credible as I could get. There was plenty of push and shove and you got pushed around, and you needed to prove what you could do.

“It was a great year in 1996 when I won the title and when Jason Plato got picked up by the Williams Grand Prix Engineering team for the Renault BTCC drive in 1997, I had been to Magny-Cours in France to do the shootout with him for that seat. I got very close to it, but that was my last chance to get a proper factory deal.”

**Question: How did your ears survive Le Mans in a Panoz? How did your relationship with Lawrence Tomlinson [now boss of Ginetta, Dean’s former co-driver and subsequent employer] begin?**

**Russell Scobbie**  
**Via email**  
**RD:** “Where Team JLR’s workshop was in Yorkshire, Lawrence Tomlinson’s mum’s house backed on to it. He had called into the workshop and I wasn’t there, but someone left me a note to say this guy had popped in. I didn’t know who he was. I soon found out through [race engineer] Alan Mugglestone.

“Lawrence said he had been watching my Team JLR and he said he was impressed. He came to a touring car meeting to watch us operate and he thought it was amazing, but he asked me why I was stuck doing Formula Ford on the national scene. He asked me why I didn’t want to be a sportscar team and take on all the big races like Le Mans, Sebring and all the rest. I said I would love to, but we couldn’t run before we could walk.

“He asked me to go with him and set up a sportscar team and go and do all the high-profile races. He said he had also heard I was a pretty good driver coach and he was fairly new into motor racing – very

much a novice – and he wanted me to be his team-mate.

“It wasn’t the easy decision you might think it was because he wanted me to walk away from Team JLR, which I was quite heavily invested with emotionally. It was a big move to turn my back on that and effectively go and work for somebody else. But Lawrence is a very convincing guy. At that period, he was new into his love affair with motorsport and he was racing and had big ambitions.

“He wanted me to do what I had been doing with JLR, but for him. He gave me a budget and said ‘let’s go and try and win Le Mans’. It was a huge commitment and he put a lot of faith in me. We set it all up in 2005, called Team LNT. Then we went and won our class at Le Mans in 2006...”

**MN:** Was Le Mans mega? Did you pinch yourself that you were racing there?

**RD:** “I don’t think I really had time to take it in. I was team manager, I was driver, I was driver coach, it was a fairly new team and we had never taken Le Mans on before. There was a great deal going on.

“I don’t sleep through 24-hour races anyway because you are so invested in it, but when you are trying to be team manager and organise things when you are not behind the wheel and then you have to prepare for your next stint, you don’t really have time to think about what you are doing. It was just flat out.

“I never really thought we were going there to win. Certainly, Lawrence didn’t.

We weren’t the quickest car there, but we were pretty solid and we were pretty consistent. We didn’t make a mistake and we stayed out of the pits for as long as we could. A couple of teams broke down and it came to us.

“It is funny that someone has asked about the noise. I had a couple of mates who are nothing to do with motorsport who wanted to come along, because Le Mans is an adventure and I probably wouldn’t get the chance to do it again. I got out of the car at about 0200hrs and checked my phone and there was a message from one of my mates asking me to keep the noise down because they were trying to sleep in the campsite. Yes, that Panoz was noisy...”

**Question: Why did you leave Ginetta Cars?**

**Becky Donaldson**  
**Via email**  
**RD:** “When Lawrence convinced me to drop my team and set up a sportscar team with him, in my mind that was it. We were going to set up the team and go and do Le Mans forever, and I was happy with that. We would just keep doing what we do because clearly, I have no imagination. We would go racing and keep going racing, I thought.

“Lawrence does it for very different reasons. In some ways, winning Le Mans in 2006, our first attempt, was the best thing that could have happened but for



Dean has driven a number of historic F1 cars and has raced them too





On top of the world: Le Mans podium with Panoz in 2006

Lawrence, he had ticked that box very early and he was immediately looking for the next goal. He is entrepreneurial, he is spontaneous and, in some instances, not very patient.

"We had set the team up to become Panoz agents. I suggested to Lawrence that we could make a business out of that to help fund the team. He bought into that idea and, in theory, it was all perfect. When we won Le Mans, it was even better because we took orders for five cars straight away.

"The trouble was it took Panoz a bit by surprise and they weren't in a position to provide what we needed because I don't think they have ever really been a proper race car manufacturer: they made race cars, but they didn't have a production line. We sent the money to Panoz and put the order in, and I think we got only one complete car back.

"We had to give deposits back and there we were, as an agent, in the middle of it all. We had unhappy customers and an unhappy manufacturer who could not supply the product we needed.

"Lawrence's solution? Well, that was to become a manufacturer ourselves. Within about two days he rang me and told me he had bought Ginetta. I remember saying to him 'what have you bought a Ginetta for?' He said 'no, I have bought the company...'

"Lawrence told me that he had no idea really what he had purchased, and so he

asked me to go and take a look for him. He gave me an address and so I drove to Sheffield to have a look. I had to ring him back and tell him he'd bought 50 years of history and a badge and that was it, as far as I could see. There was bugger all there: it was a rented workshop with virtually nothing in it.

"Lawrence, typically undeterred, said he would start making cars. I explained to him that he owned the rights to a car called the G20 but when we looked at that, we worked out that half of the parts were coming from a scrapyards because they were out of production. It had Triumph Spitfire uprights and a differential from a Ford Sierra... we realised that we couldn't sell cars as new when most of the bits were being reclaimed.

"We redesigned it with current parts and eventually led us to the G50. It was the first Ginetta that we could make on a production line. We could do batch runs of the car and we could support customers.

"I was running fast with it, I was flat out but within a few years, I was waking up and wondering how I had got to that point. I had gone from setting up a sportscar team to going to Le Mans, winning Le Mans and then ending up overseeing a 70,000 square foot factory. I had hired designers and we were producing race cars at quite serious numbers. I had set up the race series and negotiated with Alan Gow to get it onto the touring car

package. Then we designed the G40 and also got the Ginetta Junior series properly off the ground.

"Lawrence wanted to go into developing road cars and, at that point, he already had an electric car in mind. I felt it just wasn't me. I just wanted to get back into racing. You could argue that I was in racing with the series we were running, but I wanted to be back on the front line. I was in and out of 30 customers' garages with Ginetta, but I missed the feeling of plotting and scheming to win a race. I was just trying to keep everybody happy so that they could go and try and win a race.

"It was the competitive side of me that came out, which is why I decided to depart Ginetta. Lawrence and I remain good friends and I have so much respect for what he has done.

"His commitment is unquestioned, but it was definitely time for me to move on. Staying friends with Lawrence was only going to happen if I left Ginetta, because once you start to have different opinions, that is where you fall out."

**Question: You and Zak Brown co-founded United Autosports. You seem like unlikely friends. How did you get to meet him?**

**Ed Sleigh**  
Via email

**RD:** "Zak and I have been friends for 30 years. When I was racing in Formula 3000, to try and make a living and to pay my bills, I was working at the Jim Russell Racing Drivers' School at Donington Park.

"The school used to do a week's course. You do the customer stuff where you will drive someone around as a birthday present or something, but we all enjoyed the week-long pupils the most. Those were the people who wanted to get into racing and wanted to gain a licence.

"You would get assigned someone for

the entire course and you had to prepare them, one-on-one, for the race at the end of the week. There was quite a lot of competition between the instructors, because you all wanted your guy to win.

"Zak was my guy on one of the weeks. He won the race. At the end of the week, you normally say goodbye to your pupil and wish them all the best with their endeavours, but Zak turned around and told me he was going nowhere. He wasn't going to go home to America, he was going to stay in the UK and try to be a racing driver. He told me that I was the only person he knew in England and I had to help him.

"I had a little rented place and told him he could stay on the sofa for a week. We ended up sharing a house – in fact, a few different places – and I got him a job as an instructor so he could help pay the rent. We just became mates.

"Even when he eventually moved back to America to properly launch his marketing company [JMI] – which he actually started on my kitchen table – we kept in touch. I went to see him and I went to his wedding.

"He came to Le Mans when I won in the Panoz to support us. He was aware of my stories and, as you do with a mate, I would moan at him about what was going on in my life. I told him I was not sure what I was going to do with Ginetta and it was the same time he was coming to London to set up an office to focus a lot more of his business on Formula 1.

"Zak is just a pure racer; everything about his life is motor racing. He collects cars, he knows the history and he is embedded in the sport totally. He had been doing the Ferrari Challenge in the USA and he still wanted to race. GT3 was really taking off and he fancied that and so we decided to set this team up between us, United Autosports, in 2010 and it went from there.

"To start with it was about buying a truck and a car and running it at a few events for him to have some fun, and I

would be his team-mate. We bought an Audi GT3 car and we went and did British GT."

**MN:** "Through United Autosports and Zak, you drove a 1980 McLaren F1 at the Silverstone Classic: so you did make it to Formula 1 after all..."

**RD:** "I have driven quite a few of his Formula 1 cars. When we are restoring them, it is only usually me around the place who can drive them and fit in them to go and give them a test. I have raced them a bit in historics and I know that I am very lucky that he trusts me to do that."

**Question: Any ambitions to get involved with McLaren F1?**

**Derek Smithson**  
Via email

**RD:** "If I was going to do Formula 1 in some capacity or another it would have been a little while ago. Zak and I's relationship has worked very well with United Autosports but he has got a serious position there.

"When you start employing your mates, it is easy to take your eye off the team... and the timing isn't right because of where we are with United, what we have invested in it and what the future might hold for the team."

**Question: What would you prefer – a championship title for United Autosports or Leeds United winning the Premier League?**

**Matt James**  
Motorsport News

**RD:** "It's a close one, that. United Autosports has been very lucky and we have won three LMS titles in LMP3 and we have also won in LMP2... but I would love to see Leeds United win the title again. If the racing season allowed me to go and the dates didn't clash, then I would probably swing towards the Leeds answer because, right now, I can't imagine them winning it again in my lifetime..." ■

**"Zak is just a pure racing fanatic"**

**Richard Dean**



United: Dean and Zak Brown (r)



## FEATURE

# WHO HAS STOLEN A MARCH ON THE GRAND PRIX OPPOSITION?

*The first F1 test revealed huge variations in cars with arguably the biggest technical reset in the 72-year history of the sport. **James Roberts** analyses each team...*

**Chassis:** W13  
**Power unit:** Mercedes-AMG F1 M13  
**Laps:** 393 (2nd)  
**Fastest laps:** 1m19.138s, Hamilton (1st) 1m19.233s, Russell (2nd)  
 Mercedes might have left Barcelona with the fastest laps across the three days, but the general feeling is that the second test in Bahrain is where there will be a greater focus on performance.

Last year's title runner-up Lewis Hamilton said the team had some "obstacles"

to overcome, adding: "It hasn't been the easiest of running. The car is a lot different to previous years and we are working our way through it."

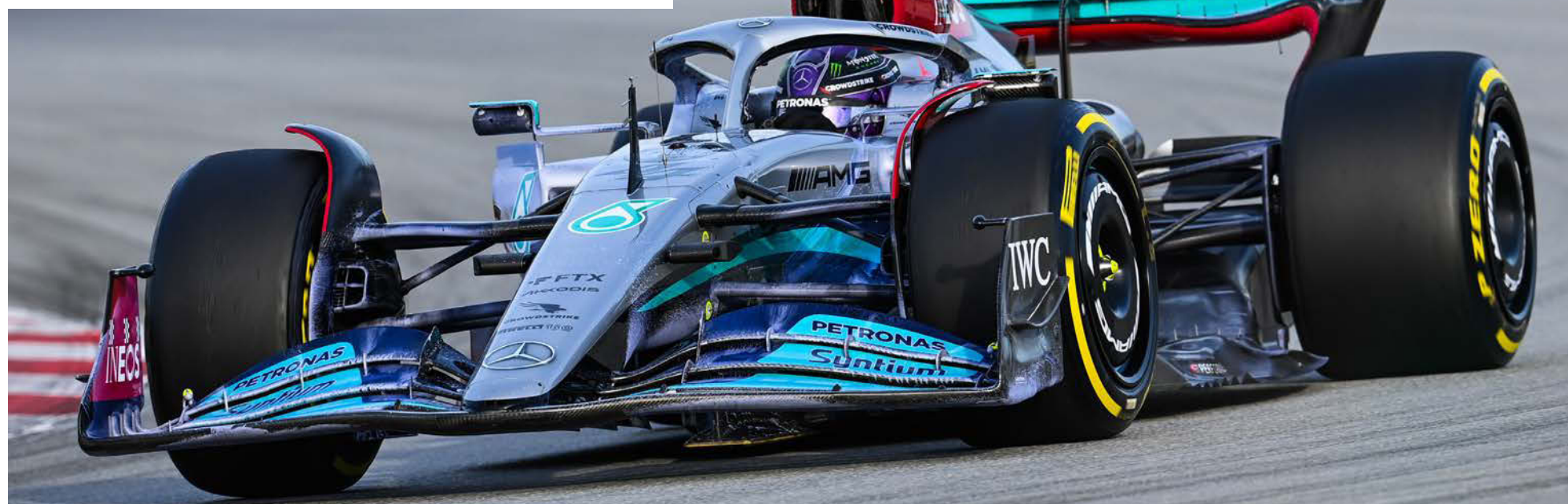
His new team-mate George Russell left early on the last day and flew straight to Brackley to correlate track running with the team's simulator.

Returning to its traditional Silver Arrows colours, the W13 is a sleek, neat-looking car with a tightly-packaged power unit to reveal a lot of

the floor. The detailed design and wavy swoops on the leading edge of the floor have been designed to channel the air into the rear diffuser.

In addition, the sidepods on the new Mercedes are positioned further back, increasing the space behind the front axle. There are nice details to be found in the front brake ducts that direct the airflow underneath the sidepods. Expect further refinements in Bahrain.

## Mercedes-AMG Formula 1 Team



**Chassis:** RB18  
**Power unit:** Red Bull RBPTH001  
**Laps:** 358 (4th)  
**Fastest laps:** 1m19.556s, Perez (3rd) 1m19.756s, Verstappen (6th)

In many ways, Red Bull's test was similar to Mercedes': reliability was good but more time was spent on systems checks rather than outright performance. When the RB18 first emerged from the Red Bull garage, it was clear the team's designers (led by technical director Pierre Wache) have taken a radical approach to the new rules.

The most obvious example is the extreme undercut to the long sidepods, which is designed to force air along the bottom of the car. On the first day, Red Bull had fitted a camera in this area, to understand how the floor is working at speed.

Other areas in which Red Bull has taken more of an extreme approach include the lower element beam wing at the rear, which is much more aggressively sculpted than rival cars', and it has also switched to a pushrod rear suspension. The only other teams to feature pushrod at the rear is McLaren and Alfa Romeo (and, of course, AlphaTauri).

At the front, in contrast to the Mercedes, the RB18 has an extra front wing element before the tip of the nose, known as a monoplane. There is also a high clearance under the centre section of the front nose with the intention of maximising airflow underneath the chassis.



## Red Bull Racing



**Chassis:** MCL36  
**Power unit:** Mercedes-AMG F1 M13  
**Laps:** 367 (3rd)  
**Fastest laps:** 1m19.568s, Norris (4th) 1m20.288s, Ricciardo (10th)  
According to George Russell, it was the cars in red and in “orange” that appeared to have done the best job in the pre-season Barcelona shakedown. Those watching trackside also reported the Ferrari and McLaren cars were looking strong and the body language of the drivers indicated they were pleased with how the three days had progressed.  
You would have expected McLaren to have started well, as it took an early decision last year to switch off development of its 2021 car and focus purely on 2022. It was why Ferrari overtook the Woking team in the second half of last season.

The Mercedes-powered machine is neat, efficient and looked impressive on heavy fuel runs. One of the big changes has been a switch to pullrod front suspension. This is where the suspension arms emerge from the top of the wheel and are connected to low-mounted rockers inside the nose. This is opposite to pushrod where the suspension is positioned at the bottom of the wheel and fixed to high-mounted rockers (see Mercedes).  
While the change has little effect for the driver, the positioning of the suspension arms is critical in managing airflow through the front of the car.  
At the rear it has swapped from the conventional pullrod, to pushrod, to optimise flow around the exits of the Venturi tunnels underneath.



Photos: Motorsport Images



**Chassis:** F1-75  
**Power unit:** Ferrari 066/7  
**Laps:** 439 (1st)  
**Fastest laps:** 1m 19.689s, Leclerc (5th) 1m20.072s, Sainz (9th)  
If the World championship was decided on looks, then Ferrari can be given the trophy now. The F1-75 is arguably the prettiest car on the 2022 grid, perhaps in part to the black front and rear wings which are a nod to the liveries of their 1980s and 1990s F1 machines. But the throwback to classic designs haven't fallen short of them placing yellow squares in the corners of the wings to determine one car from the other...  
At least it has painted the edges of the mandatory wheel flaps over the front tyres (which are designed to reduce turbulent airflow) a bright fluorescent yellow.  
At the front, the nose tip neatly meets the

leading edge of the front wing which helps with the overall aesthetics. Underneath the hood there is what team boss Mattia Binotto has described as “out of the box” thinking. But that might apply to the top of the chassis too.  
Ferrari is the only team to have created heavily-ridged sidepods, with channels on each side of the upper surface along their cooling gills. The aim of these ridges are to create a low pressure area that will exert a pull on the warm air being expelled from the power unit. The harder the air can be removed, the smaller — and less aerodynamically damaging — the radiator inlets can be. Additionally the air can be pushed on to the lower beam wing at the rear to improve downforce. With more laps recorded than anyone else too, it's a very impressive start for Maranello.



**Chassis:** AMR22  
**Engine:** Mercedes-AMG F1 M13  
**Laps:** 296 (7th)  
**Fastest laps:** 1m19.824s, Vettel (7th) 1m21.920s, Stroll (17th)  
While the new Ferrari is a throwback to their lovely models from the past (such as the

classic 1990 641), the shape of the Aston Martin is more akin to the ill-fated Ferrari F92A — but only with regards to the sidepod packaging.  
The car from 1992 featured a twin-floor and a side view of the new AMR22 reveals a similar-looking design with long curving

sidepods, that overhang the floor, creating a channel towards the rear diffuser. And like this year's Ferrari, Aston Martin has also chosen to run cooling gills on the upper surface of the sidepods (but minus the deep channels). The front of the AMR22 has

followed a similar philosophy to Red Bull as the nose is positioned high in air, with the front wing sweeping up towards it, with the intention of driving airflow underneath the car.  
After a reasonably productive first two days, the Silverstone-

based team lost time on the Friday as an oil leak caused a small fire that curtailed running and prevented it from trialling the new wet-weather Pirellis — as the Barcelona track was artificially soaked in the last afternoon of the three days of running.

F1 TESTING TIMES			
Barcelona, February 23-25 Best by driver			
POS	DRIVER	CAR	TIME
1	Lewis Hamilton	Mercedes	1m19.138s (Fri)
2	George Russell	Mercedes	1m19.233s (Fri)
3	Sergio Perez	Red Bull	1m19.556s (Fri)
4	Lando Norris	McLaren	1m19.568s (Wed)
5	Charles Leclerc	Ferrari	1m19.689s (Thu)
6	Max Verstappen	Red Bull	1m19.756s (Fri)
7	Sebastian Vettel	Aston Martin	1m19.824s (Fri)
8	Pierre Gasly	AlphaTauri	1m19.918s (Thu)
9	Carlos Sainz	Ferrari	1m20.072s (Fri)
10	Daniel Ricciardo	McLaren	1m20.228s (Thu)
11	Alex Albon	Williams	1m20.318s (Fri)
12	Nicolas Latifi	Williams	1m20.699s (Fri)
13	Fernando Alonso	Alpine	1m21.242s (Fri)
14	Nikita Mazepin	Haas	1m21.512s (Thu)
15	Yuki Tsunoda	AlphaTauri	1m21.638s (Wed)
16	Guanyu Zhou	Alfa Romeo	1m21.885s (Fri)
17	Lance Stroll	Aston Martin	1m21.920s (Thu)
18	Mick Schumacher	Haas	1m21.949s (Thu)
19	Esteban Ocon	Alpine	1m22.162s (Thu)
20	Valtteri Bottas	Alfa Romeo	1m22.288s (Thu)
21	Robert Kubica	Alfa Romeo	1m25.909s (Wed)

MILEAGE BY TEAMS		
	TEAM	MILES
1	Ferrari	1275.11
2	Mercedes	1141.51
3	McLaren	1065.70
4	Red Bull	1039.60
5	Williams	1007.91
6	AlphaTauri	894.19
7	Aston Martin	859.40
8	Alpine	772.40
9	Alfa Romeo	508.31
10	Haas	464.81



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FEATURE



**Chassis:** AT03  
**Power unit:** Red Bull RBPTH001  
**Laps:** 308 (6th)  
**Fastest laps:** 1m19.918s, Gasly (8th) 1m21.638s, Tsunoda (15th)  
As the sister team to Red Bull, the gearbox and rear suspension is the same as the one its friends use in Milton Keynes. But a closer inspection of the front suspension of the AlphaTauri reveals it has decided to go a different direction, choosing pushrod whereas Red Bull has pullrod. In addition, the nose of the AT03 is different to every other team. At the centre is a large, high mounted bulbous tip, with the front element of the wing sweeping up towards it. This has created two channels of airflow around the centre section, driving airflow under the car.

“We’re at the beginning of a very steep learning curve,” says AlphaTauri technical director Jody Egginton “The concept around the front wing is for us to go with floor feed and this concept is interesting as we can modify it quickly, without needing to re-homologate the crash structure.”  
The AT03’s sidepods are also positioned high, close to the cockpit, and they gradually ramp down towards the bottom of the car. This downward inclination is designed to accelerate airflow to the space between the rear wheels and the diffuser exit. In the only major off of the week, Pierre Gasly crashed at Turn 5 on the final day, bringing out the red flag, and curtailing his running with a broken front wing and suspension damage.

**Chassis:** FW44  
**Power unit:** Mercedes-AMG F1 M13  
**Laps:** 347 (5th)  
**Fastest laps:** 1m20.318s, Albon (11th) 1m20.699s, Latifi (12th)  
Among all the teams, it is somewhat surprising that Williams has developed such radical solutions to the new rules. From the scooped nose at the front, to the tight bodywork in front of the rear wheels, the team at Grove have either created something that

will shock the opposition – or will be a complete flop.  
The most unusual feature is the sidepods, which immediately drop down to the floor and are a marked difference to any other designs in this area. Much of the cooling is thought to come from the large airbox and the packaging behind it.  
Like most teams, Williams suffered from porpoising at this test. This hasn’t really been a problem in F1 since the last time ground effect aerodynamics

were used in the early 1980s. Put simply, the downforce pushes the car to the ground, the floor stalls – which causes it to lift up — and the downforce impacts on the car again.  
This causes an oscillation in tune with the natural frequency of the car’s suspension. It is solved by raising the ride height, but by doing that you lose performance. Teams made rudimentary cut-outs to their floors to try and alleviate this problem.



**Chassis:** VF-22  
**Engine:** Ferrari 066/7  
**Laps:** 160 (10th)  
**Fastest laps:** 1m21.512s, Mazepin (14th) 1m21.949s, Schumacher (18th)  
The Barcelona test wasn’t much better for Haas who seem to stagger from one major problem to the next. It was initially praised for its efficient, remote way of working, with teams located in three separate sites (Kannapolis, Banbury and Parma) but as the years roll on you get

the feeling divisions are becoming entrenched.  
As a result of the team’s lowly placed 2020 season, it had more CFD and windtunnel time than most last year and its new car has some nice features. Front pushrod and rear pullrod suspension, a tightly loaded front wing, a sculpted rear wing and two tiers of interesting aero features extending out behind the triangular-shaped airbox.  
However, running was heavily curtailed by nagging problems,

such as a damaged fuel pump, problems with the floor, and a cooling leak, meaning it only recorded 160 laps – the least amount of any team.  
Finally, as has been well-publicised, the team had to spend Thursday evening removing all the stickers of its Russian title sponsor, owned by Nikita Mazepin’s father, who has close links to the Putin regime. Not for the first time, Mazepin’s F1 career is hanging by a thread.

Alpine F1 Team

**Chassis:** A522  
**Power unit:** Renault E-Tech RE22  
**Laps:** 266 (8th)  
**Fastest laps:** 1m21.242s, Alonso (13th) 1m22.164, Ocon (19th)  
A poor test for Alpine was symbolised by a forlorn Fernando Alonso looking at his car that was wreathed in smoke on the final day. A team statement reported it was a hydraulic issue and that the fire started because of a sealing issue in the back of the car — but from the outside it looked like a simple engine failure.  
As the only team running a Renault power unit, the French manufacturer has decided to change its architecture, splitting the turbo to have the compressor at the front and turbine at the rear.  
Mercedes started the hybrid



era with its engine in this formation and Honda painfully went through this reconfiguration in 2017 — as Alonso knows only too well.  
Alpine only managed 266 laps across the three days and did not use DRS at all, as a precautionary measure. The design of the Alpine looked basic and much of the fanfare

at its Paris launch was the pink livery it will use in deference to new BWT sponsor at the opening two floodlit races of the year. It’s hard not to blame Alpine’s lack of performance and reliability on yet another swathe of management changes over the winter. For poor Fernando, this could be another long season.

Alfa Romeo F1 Team

**Chassis:** C42  
**Power unit:** Ferrari 066/7  
**Laps:** 175 (9th)  
**Fastest laps:** 1m21.885s, Guanyu (16th) 1m22.288s, Bottas (20th) 1m25.909s, Kubica (21st)  
Alfa Romeo decided to compete in the three-day shakedown (F1 named Barcelona a ‘shakedown’ and is saving the title official pre-season test for the three days in Bahrain from March 10) in a camouflage livery. The black-and-white scheme did a good job of blurring certain aspects of the new car, which was officially launched on Sunday morning.  
The livery couldn’t hide the fact Alfa was one of the few cars to switch to front pushrod (to go with rear



pushrod suspension) and features a low front wing, reducing the airflow into the Venturi tunnels under the car in a solution whereby it creates more downforce from the wing itself.  
The camouflage didn’t help hide the car when it was stuck out on track. Rookie Guanyu Zhou (or Zhou Guanyu as he

prefers to be called now) stopped twice on the final day and poor Valtteri Bottas only managed 54 laps in total over the three days.  
Bottas will likely suffer the starkest swap from the front to the back of the grid since Damon Hill lost his Williams drive and ended up in an Arrows... ■



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## FEATURE

## SIX OF RALLYING'S BEST

*The first post-pandemic season of British rallying is already underway – Nick Garton picks some of the must-see events as Motorsport News publishes its 2022 rally calendar*

Photos: Jakob Ebrey, 569 Media

**I**t's that time of year, when we in the news business like to look ahead to the coming season and, with UK rallying back in full swing, it is more exciting than ever.

Now, opinions are like elbows in that most people have them, but if there is one thing to savour about 2022 it is that rallying is back. Properly. Full-time and, for the foreseeable future, mask-free.

Now, if that thought doesn't gladden your heart then, frankly, it can only be assumed that you picked up this newspaper by accident when seeking the latest copy of Angling Times.

From grassroots level to full-bore national championships, the home islands will be buzzing with rally action throughout the year. There is something for everyone with our sport, but for your scribe there are six events to savour as proof positive that rallying has truly returned.



### 2 Cambrian Rally

**Where:** Llandudno, Conwy  
**When:** October 29

If you could only attend one gravel event on the mainland this year then it would require some skilled argument to go against the BRC's season-closer. These classic Welsh stages, led by Penmachno, are an institution that may be lost to the WRC for the

foreseeable future, but which resonate with fans of the sport from across the ages.

This year the BRC and Junior BRC will hit the Cambrian as their final round and it is highly likely that the forests will echo to some feverish title battling. Yes, it will be damp and chilly, misty and messy – and that's exactly why it is the place to be in late autumn.



### 5 Manx National

**Where:** Isle of Man  
**When:** May 13-14

Two Tarmac events in May? Well, there's two weeks between the Manx National and the Jim Clark, and a fixture on the Island stages is always to be relished. This year the FIA ERT Celtic series heads the entry, but what the Isle of Man always delivers is spectacle and commitment.

Alongside the FIA series will be the HRCR historic series, the Welsh historic series and the ANWCC Stage Rally Championship, providing plenty of variety between them. Yes, it would be easy to have picked the BTRDA's Pokerstars event later in the year (September 30-October 1) but why not give yourself a fighting chance of some sunshine and a broad palette of machinery to enjoy?



### 1 Jim Clark Rally

**Where:** Duns, Scottish Borders  
**When:** May 27-28

History, pedigree and fantastic stages that can, as often as not, be played out in the best weather that Scotland can throw at it make the Jim Clark a pleasure to attend. Even in a deluge, however, the event remains undimmed.

Passionate locals, led by ladies' World champion Louise Aitken-Walker as the chair of Berwick & District Motor Club, will spectate

and officiate at this year's BRC-scoring round with equal measures of conviction. Based in Duns, home of the Formula 1 World champion, the Jim Clark sits in the top tier of asphalt rallying anywhere in Europe.

This year's event will have nine timed stages over two days, with action going on late into the night on Friday. You can bet that both the main BRC field and that of the supporting historicists will be brim-full of talent.



### 4 Rallyday

**Where:** Castle Combe, Wiltshire  
**When:** September 17

Rallying is social, and if there's one thing that we've lacked over the past couple of years, it's a chance to yarn and poke about among a spectacular array of machinery from every era.

Rallyday returned for 2021 in time to run its Covid-delayed salute to the 25th anniversary of Colin McRae's World title together with its emotional 20th

anniversary celebration of Richard Burns's crown. This year, the event can make a fresh start and get in plenty of advance planning without the shadow of the pandemic to worry about.

Brexit added some complexity to owners of historic machines travelling from mainland Europe but it remains one of the few chances to rub shoulders with heroes as well as drinking in the huge array of car clubs that put on a display around the circuit.



### 3 Mull Rally

**Where:** Isle of Mull  
**When:** October 14-16

If there was one thing that the Covid-inspired visit from the BRC proved in 2021, it was the proof that Mull should be on every rally driver's bucket list. Competitor numbers were few from the series, but they all came back with stories to tell.

The event is restored to the hands of the Scottish runners this year, but there will be plenty

of visitors from across the UK all eager to get to grips with the island's sinuous roller coaster stages.

The importance of the occasion to the Hebridean community is clear to see, illustrated by its commitment to offsetting the carbon emissions entailed in running the event. The reward for competitors and spectators alike is an event that stands tall among the great road rallies on these islands.



### 6 Historic Rally Festival

**Where:** Weston Park, Telford  
**When:** October 15-16

Most of the historic rally footage on social media these days comes from the big European events like Rallylegend in Italy and the Eifel Rallye Festival. This is Britain's attempt to create that same spectacle with a high-end touring event that should entice the best historic machinery.

The Historic Rally Festival is not

a week-long throwback to the golden era of the sport like the Roger Albert Clark. Instead it sits between the single venue Rallyday and the biennial whopper of the R.A.C. to showcase up to 80 cars at the Ironbridge Power Station plus dusk stages at Weston Park.

True enough, it's not a flat-out competitive event. But as a showcase, it's a brave attempt to create a Goodwood of rallying and likely to become a must-see.



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**EXCLUSIVE Q&A: Matt Edwards**  
The British Rally Championship king tackles the MN readers' posers p20



**Seven-time World beater says he is eager for a return to competition after Abu Dhabi drama**

## HAMILTON: I'M READY TO GO ON THE ATTACK IN 2022

By Matt James

Lewis Hamilton has said he is primed to redraw battle lines with World champion Max Verstappen as the wraps came off his 2022 racer last week. The 37-year-old, who lost the title on the last lap of the final grand prix of 2021 in Abu Dhabi after a controversial call from race control, had stepped away from public life after the defeat. But, speaking at the launch of the Mercedes W13, he said he was raring to go again. "I never said I was going to stop," he said. "But it was a difficult time for me and I needed to step back. It was a time where I needed to focus on being present. I had my family around me creating great moments. Eventually I got to a point where I decided I was going to be attacking again coming into another season." Several other teams, including Ferrari, also unveiled their 2022 F1 racers last week. Full story, page four.



Hamilton says he is ready to go back on the attack

The new W13 Mercedes was launched (above) and the 2022 Ferrari F1-75 (left)

**RETRO**  
**UK RACING'S PRODUCTION SALOON HEYDAY**  
We reflect on the impact of Britain's showroom racers p18



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## FEATURE

# JIM CLARK WINS THE HEARTS OF THE MOTORSPORT FANS

*Lotus hero named as our readers' favourite competitor from north of the border*

Photos: Motorsport Images, mcklein-imagedatabase.com

**O**ur premise was quite simple: we wanted to find out who Scotland's favourite motorsport hero was, and the results are in. In a landslide result, double World champion Jim Clark came out on top.

He fended off competition from rally men, tin-top stars and a fellow Indy 500 winner to gain the most votes from our readers. Clark's all-round versatility meant he was head-and-shoulders the stand-out talent of his generation.

MN editor Matt James said: "It is pleasing that Jim Clark still holds a place dear to our readers' hearts, even though he died more than 50 years ago. He set new standards in motorsport which others, to this day, strive to match. He is a worthy winner."

Thanks go to everyone who took part in our survey and keep checking out social media channels for more chances to have your say.

## THE RESULTS

### 1 Jim Clark

**Vote: 39.8%**

The overwhelming winner of the MN vote to find Scotland's favourite competition driver was a man who would have been too humble to accept the accolade, Jim Clark.

His first race was in 1956 but it was when he finished second to Colin Chapman in a GT race at Brands Hatch that a friendship which would go on to dominate motorsport was born. Driving the Lotus 25, Clark took his first World title in 1963 by winning seven of that season's 10 rounds.

He took six wins in 1965 to repeat the success, despite the fact he had skipped the Monaco Grand Prix to go and win the Indy 500—a mark of his all-round ability, which was also shown in rallying, sportscars, tin-tops and even NASCAR.

His death at Hockenheim on a rainy April afternoon in a Formula 2 race sent shockwaves through the sport. Many fans and fellow competitors alike thought that Formula 1 was never the same sport again.



Clark was an easy winner



Colin McRae in his most famous colours



### 2 Colin McRae

**Vote: 24.1%**

After winning two British Rally Championship titles in a row in 1991 and 1992, Colin McRae was already earmarked for success.

The Lanarkshire man had already had a taste of the World Rally Championship by that stage, but it was his

early alliance with Prodrive that would propel him to the spotlight. His maiden WRC win came in New Zealand in 1993 in a Subaru Legacy but it wasn't until 1995 that he got a shot at the full championship in the famous yellow and blue four-wheel-drive machine. Five podiums and two wins were

the bedrock for a title victory.

While he was always spectacular, his reputation for crashing is perhaps misplaced as he was runner-up in the championship on another three occasions, including for M-Sport in a Ford Focus in 2001. He ended his career on 25 WRC victories.

Stewart was the 1970s king of cool



### 3 Jackie Stewart

**Vote: 13.8%**

The elongated sideburns and the natty flat cap, Jackie Stewart was the epitome of early 1970s' cool. And he backed it up with some supreme performances on the race track.

Stewart's method of

operation was smooth, silky and unruffled. He showed great mechanical sympathy and, in an era where cars were more fragile than modern-day machinery, it was something that stood him head-and-shoulders above the rest. After quitting racing at the end of 1973, Stewart remained close to the sport,

undertaking commentary work and becoming a brand ambassador for many firms.

He went on to become the president of the British Racing Drivers' Club before creating his own grand prix team in 1997, which ran for three seasons and took a win at the Nurburgring in 1999 with Johnny Herbert at the wheel.



### 4 John Cleland

**Vote: 8.6%**

The garage proprietor from Galashiels was the man who stuck it to the overseas talent at the height of the Super Touring era in the British Touring Car Championship and perhaps his greatest achievement was when he lifted the trophy in 1995.



John Cleland was a home-grown hero

A Vauxhall man throughout his top-level tin-top career, Cleland actually began his career in rallying, where co-driver John Fife reported that the driver was responsible for "culling more trees than the Forestry Commission" due to his spectacular style. Coming up through the

classes in the BTCC, Cleland won the crown from Class C in his nimble Vauxhall Astra in 1989 but he was right at the forefront of the single-class structure when it was introduced. He took 18 overall victories in a career that lasted through to 1999 and included 12 outings in the Bathurst 1000 in Australia.



Franchitti has a strong USA single-seater record

### 5 Dario Franchitti

**Vote: 5.6%**

Thirty-one victories is a pretty special return in any racing championship, but that is what the Bathgate driver managed in his Champ Car and IndyCar career.

Franchitti, a man who Formula 1 inexplicably

overlooked, has three Indy 500 wins in his pocket and four top-flight US single-seater titles. A serious crash at the Grand Prix of Houston in October 2013 left him with injuries that ultimately forced him to quit top-level motor racing.

Franchitti's passion for motorsport remains

undimmed and he has a healthy eye on motorsport history and is a huge fan of the winner of this poll: Jim Clark. He even owns an ex-Clark Lotus Cortina.

Since stepping away from the cockpit, Franchitti has taken to commentary on Formula E and has proved himself highly adept. ■





## COLUMNIST

## BAILEY VOISIN



*The 19-year-old reigning GT4 European champion is preparing hard for his big step to LMP3 and ELMS*

Photos: GT4 European Series, Jakob Ebrey

**I**want to go down the endurance route in my racing rather than single-seaters, because I've always wanted to go to Le Mans and do that side of racing. Don't get me wrong, single-seaters are fantastic and one day I'd love to drive one, but my decision was partly down to budget, and also in endurance racing there's a lot of junior programmes, such as by McLaren and BMW, that will hopefully help you get to Le Mans.

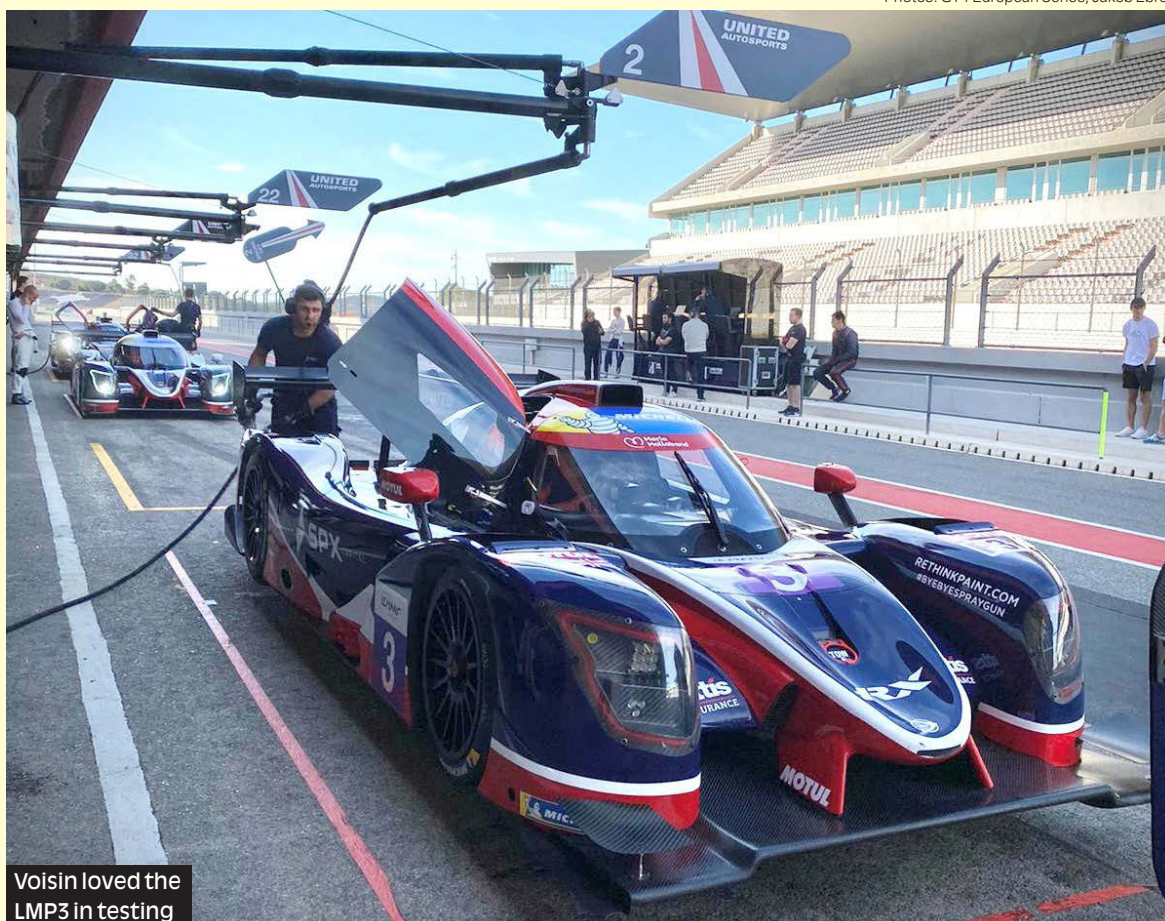
This year I am stepping up to race in the European Le Mans Series in LMP3 with the United Autosports team, having last year won the GT4 European Series drivers' and teams' championships, again with United, at my first attempt. That was a fantastic year, one that I really enjoyed; it was nice to race out in Europe and learn some different tracks, Paul Ricard and Monza and so on.

It's definitely a big jump to LMP3 but I was fortunate enough to test the car at the end of last year with United at Portimao and I love the car and the track was fantastic. I'd always loved the thought of doing LMP3 but I was thinking 'is it too big a jump? The budget is quite a bit' and so on. But then the opportunity came and we were offered the contract and I had a long chat with my parents and management team and they said actually it's a fantastic opportunity, so we took it.

It ticked a lot of boxes to stay with United and move up to a quicker car with a lot of downforce around some fantastic tracks. It's on a brilliant championship where there's a lot of eyes looking and if you can really prove yourself in LMP3 it's a brilliant career path.

The previous year I moved to the GT4 European Series, switching from racing in Ginetta Junior in the UK where I narrowly missed out on the 2020 championship. I learnt a lot driving and racing the Ginettas and that transferred really well into a GT4.

I had the chance to test the United McLaren at the end of 2020 at Silverstone. It had been quite a few years since United had been GT racing, but they managed to get a fantastic team in place with some brilliant engineers,



Voisin loved the LMP3 in testing

some very experienced McLaren mechanics and a great team boss.

My team-mate was Charlie Fagg, and we had a little bit of testing before the season but not a lot. It was a lot of time spent on the simulator and with the team trying to learn what would happen in certain scenarios, because it was a very steep learning curve going from road tyres and not a lot of power in Ginettas, and to all the pitstops in GT4 and so on.

But we did a fantastic job. It was just trying to learn every weekend and improve every weekend. Me and Charlie got on really well together and with our engineer and it was just a massive team effort that

got us that end result. We even won the season's first two races, at Monza. We were quite fortunate because it was a strong track for the McLaren. Also the engineers and the team had loads of experience running McLarens so for them they were already hitting the ground running. And Charlie was a brilliant co-driver in that he'd done already several seasons in a McLaren and he could definitely mentor me and teach me a lot.

As for this year in ELMS, I've not driven the LMP3 a lot, we've got a little bit of testing prior to the season starting, but I'd like to think we'll be at the sharp end. But you can never predict what's going to happen; we'll do a fantastic job but you need to have a bit of luck and everything needs to fall into place.

It will be difficult but I'm certainly looking forward to the challenge. Last year I managed to learn four out of the six tracks on the ELMS calendar, but a lot of time will be spent on the simulator and so on just trying to perfect that driving style and learning the tracks because it is a bit different to a GT4. But I'm really looking forward to the season starting.

The one place I would love to race is Le Mans, and Daytona is also on the bucket list. They are the two iconic ones, but I'm just concentrating on this year at the moment.



Voisin (r) won three times in GT4 Euro title year



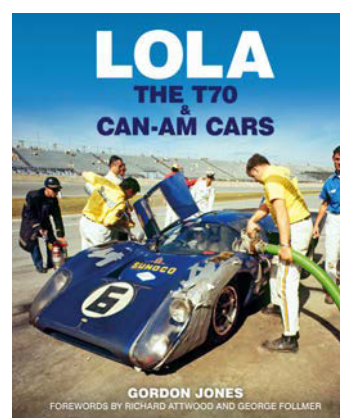
Voisin took his Ginetta learning into GT4 racing

*"The iconic endurance races like Le Mans and Daytona are on my bucket list"*



# WHAT'S ON

## BOOK REVIEW



Book tracks iconic T70 model

### Lola: The T70 & Can-Am Cars, By Gordon Jones

They say you get out what you put in. For Lola enthusiast Gordon Jones, his book on the celebrated T70 sportscar took him nearly 40 years to put together. His sizeable and meticulous work, recently published by Evro Publishing, is a conspicuous labour of love.

The tome painstakingly tracks, both in prose and a comprehensive results listing, the races that the vast range of elegant and

roaring T70s plus their Can-Am successors took part in, from the Mark 6 GT's 1963 inception through to 1974 when the Can-Am series halted.

And in case you worry at this point that it's a dry compendium, fear not as Jones very much paints an insightful picture throughout, including context, story and analysis. Even in the results listing there is rich detail, including commentary notes. And before that the book appropriately explores Lola's early days

and models, plus pays homage to its kingpin Eric Broadley.

The book therefore works as a comprehensive reference as well as an entertaining read. It's also beautifully presented and illustrated.

At £95 the hardback is not cheap, but it's certainly recommended for T70 aficionados, or indeed enthusiasts of that inimitable late-1960s' sportscar age more generally, looking for a single special purchase.

Graham Keilloh

## WHAT'S ON

### RALLYING SATURDAY

■ **Snowman Rally, Inverness**  
Highland Car Club (spectators admitted)  
Web: snowmanrally.co.uk

### SUNDAY

■ **Bovington Stages**  
Bournemouth and District Car Club (Non-spectator event)  
Web: bdcc.org.uk

### SPORTING SCENE SATURDAY

■ **Foxhall Heath, Ipswich**  
National Hot Rods  
Starts: 1800hrs Admission: adults £20, concessions (over 65) £18, concessions (5-14 years old) £8, car parking £2 Web: spedeworth.co.uk

## TV GUIDE

As we await the second of Formula 1's two pre-season tests, Ted Kravitz on Sky Sports F1 in The Weekend Debrief runs the rule over last week's first gathering of F1's very new cars. That's on tomorrow (Friday) at 1900hrs-1930hrs.

While on Sunday Sky looks back to 2021's thrilling F1 title battle, in Duel: Hamilton v Verstappen. This is over two hour-long parts shown consecutively from 1900hrs and 2000hrs, on Sky's F1 and main event channels.

You also can catch up with the World Rally Championship's recent Rally

Sweden in WRC Review that's on this (Thursday) morning at 1000hrs-1100hrs on BT Sport 2 and again at 1545hrs-1645hrs on BT Sport/ESPN. It's also shown again tomorrow.

Freesports on Sunday evening at 2230hrs-2330hrs has an hour of action from the Asian Le Mans Series, from Dubai last month.

Premier Sports 2 today has recent action from across the NASCAR disciplines. From 1200hrs there's an hour from last weekend's Cup race from California, followed by an hour of Xfinity from the same venue. Then

## LIVE TV

### NASCAR LAS VEGAS

Race: Sunday, 2000hrs-0030hrs, Premier Sports 1

### NASCAR TRUCKS LAS VEGAS

Race: Saturday, 0130hrs-0430hrs, Premier Sports 2

from 1400hrs there's an hour of NASCAR Trucks' Daytona season opener.

The latest episode of Secrets of the Transport Museum, from the Brooklands Museum, is as usual on Tuesday on Yesterday at 2000hrs-2100hrs.

Graham Keilloh



Ted Kravitz gives the lowdown on F1 testing on Sky Sports

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Ford Escort Mk1 spied testing at Donington. By Rich Cranston



David Harbey enjoyed Snetterton



Rally fun, from Richard Salisbury



Another from David Harbey



Richard Salisbury again: in the wet

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Kelsey Media, The Granary, Downs Court  
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